

ADVISORY NOTE

'Sustainable Urban Housing – Design Standards for New Apartments' DoECLG(2015)

Users of this Dún Laoghaire-Rathdown County Development Plan 2016-2022 are advised that the standards and specifications in respect of Apartment Development- as set out in Section 8.2.3.3. (i), (ii), (v), (vii) and (viii) of the Development Plan Written Statement –have been superseded by Ministerial Guidelines 'Sustainable Urban Housing – Design Standards for New Apartments' published by the Department of Environment, Community and Local Government (DoECLG) on 21st December 2015.

The DoECLG Apartment Guidelines contain certain 'Specific Planning Policy Requirements' which became mandatory on foot of the Planning and Development (Amendment) Act 2015 that was signed into law by the President on 29th December 2015. The 'Specific Planning Policy Requirements' set out in the DoECLG Apartment Guidelines take precedence over the Dún Laoghaire-Rathdown standards and specifications as set out in Section 8.2.3.3 of the 2016 – 2022 County Development Plan.

The Guidelines can be accessed through the link below;

http://www.environ.ie/sites/default/files/publications/files/apartment_guidelines_21122015.pdf

16th March 2016



Principles of Development

Vision Statement: To ensure that all new development and redevelopment proposals in the County adhere to the principles of good urban design and contribute to the delivery of a 'sense of space', through the promotion of a high quality built environment utilising considered design and development standards. The orderly and sustainable delivery of new developments, of many diverse types and scales, will be realised through the application of the various standards and objectives embedded in the Development Plan via the Development Management process and adherence to the overarching Land Use Zoning imperatives.

8.1 Urban Design

8.1.1 Introduction

Urban design is the process of shaping the physical setting for life in cities, towns and villages. It is the art of making places. It involves the design of buildings, groups of buildings, spaces and landscapes and establishing the processes that make successful development possible. Urban design encompasses the way places work as well as how they look. Good quality urban design is central to creating vibrant and attractive places and, when employed in conjunction with moderate to higher densities, can help achieve a more efficient use of finite lands, resources and infrastructure. Good urban design is essential if the County is to produce attractive, high quality, sustainable places in which people will want to live, work and relax.

The Council is committed to ensuring that good urban design principles are applied in the design and planning of new Key Development Areas such as Cherrywood, Kiltiernan/Glenamuck, Woodbrook/Shanganagh and Old Conna. Adhering to good urban design principles can help ensure the delivery of high quality environments with a clear and interesting urban structure, the conservation of architectural heritage and townscape, the promotion of high standards of architectural design for new buildings and the reinforcement of local identity and 'sense of place'.

The Department of the Environment, Community and Local Government's document 'Sustainable Residential Development in Urban Areas' (2009) states:

"Sense of place: Streets should contribute to the creation of attractive and lively mixed-use places. In particular, if the ground floors of buildings are interesting and varied with a number of openings onto the street (shops, cafes, etc.), the environment can be inviting and enriching. Streets do not just serve a movement function, and their design should include consideration of appropriate opportunities for resting and enjoyment. Finally, the use of street names with a connection to the area can reinforce a sense of place, as can preservation of older built fabric and evocation of the past in new buildings".

In recent years a series of guidelines published by the Department of the Environment, Community and Local Government have issued on the subject of urban design and, in combination, these set out an extensive policy framework. The policy statement 'Delivering Homes, Sustaining Communities', and its associated guidelines document, 'Quality Housing for Sustainable Communities' (both 2007) provide an overarching policy framework for an integrated approach to housing and planning.

The guidelines 'Sustainable Residential Development in Urban Areas' (2009) sets out key planning principles to be reflected in Development Plans and Local Area Plans, which should assist in the preparation and assessment of planning applications for residential



The Grange Apartment Scheme

development in urban areas. These guidelines are accompanied by a companion document, the 'Urban Design Manual - A Best Practice Guide' which provides advice on the practical implementation of the policies contained in the guidelines. The 'Urban Design Manual' sets out a series of criteria to address the range of design considerations for residential development as well as a number of detailed case studies that describe best practice examples. The Urban Design Manual provides a very comprehensive and useful guidance tool on design issues and should be the reference work for practitioners in development and design.

In addition, the 'Retail Design Manual' (2012) and 'Design Manual for Urban Roads and Streets' (2013), provide comprehensive guidance in relation to developing and enhancing the public realm. The 'Design Manual for Urban Roads and Streets' emphasises particularly how the delivery of permeability and high quality public realm can assist the promotion and delivery of sustainable communities. The various principles and examples set out in the 'Retail Design Manual' are intended to assist in identifying subject matter to be considered and addressed in the preparation of design statements.

8.1.1.1 Policy UD1: Urban Design Principles

It is Council policy to ensure that all development is of high quality design that assists in promoting a 'sense of place'. The Council will promote the guidance principles set out in the 'Urban Design Manual – A Best Practice Guide' (2009), and in the 'Design Manual for Urban Roads and Streets' (2013) and will seek to ensure that development proposals are cognisant of the need for proper consideration of context, connectivity, inclusivity, variety, efficiency, distinctiveness, layout, public realm, adaptability, privacy and amenity, parking, wayfinding and detailed design.

In broad, conceptual terms, the primary principles of good urban design and 'place making' can be defined as follows:

(i) Permeability

A successful place is easy to get to and move through. Places should connect to their surroundings. A successful place provides the optimum amount of choice on how to make a journey and takes into account all forms of movement (pedestrian, cycle, public transport and car). Where possible, connections should emphasise and promote sustainable forms of transport over individual car use. A successful place also makes clear connections from new development areas to existing roads and facilities giving users greater choice of route when planning and making journeys. Permeability must be considered early in any planning or development process as streets are, or at least become, the most permanent element of any built environment.

(ii) Vitality

Places that are vibrant, active, safe, comfortable and varied are said to have vitality. Places are more active when windows and doors are connected to the street. Inactive edges of blank walls, badly positioned entrances, underpasses and places lacking obvious natural or passive surveillance often generate concerns in relation to personal security and safety.

(iii) Variety/Diversity

A successful place is a place that offers a mix of activities to the widest range of possible users. The most connected streets usually support a wider variety of uses because of their accessibility and connectivity. Variety is desirable as it provides a choice of activities for a wider range of people, things to do and places to go, making a place more vibrant. In commercial areas, a complementary variety and mix of uses and activities will attract larger numbers of consumers to an area and make it more economically successful. The right mix of uses and activities is critical. A successful and sustainable mix is achieved when the range of uses help create a balanced community that enjoys a wide range of services without increasing the need for journeys by car.

(iv) Legibility

A successful and 'legible' development is a place that has a clear image and is easy to understand. Five elements that help create this kind of place, have been identified:

- Paths – the routes of movement such as laneways, streets and cycle routes.
- Nodes – focal places such as squares and plazas which connect the paths and roads.
- Landmarks – buildings or places that provide local character and act as reference points.
- Districts – areas with distinct or recognisable characteristics such as business districts and retail cores.
- Edges – linear elements not used as routes like busy arterial roads, walls of buildings and railway lines.

(v) Robustness

This refers to the ability of a place to be used for many different purposes by different people and/or its potential for change and adaptation for different uses over time. A robust place, whether outdoors or indoors, has potential for many possible and disparate uses. A robust building's function can change over time.

In terms of translating these concepts into a design methodology, the 'Urban Design Manual - A Best Practice Guide' sets out twelve criteria to cover the range of design considerations for residential development. The criteria are subdivided into three groups, reflecting the sequence of the design process:



Neighbourhood:

- Context: How does the development respond to its surroundings?
- Connections: How well connected is the new neighbourhood?
- Inclusivity: How easily can people use and access the development?
- Variety: How does the development promote a good mix of activities?

Site:

- Efficiency: How does the development make appropriate use of resources, including land?
- Distinctiveness: How do the proposals create a sense of place?
- Layout: How does the proposal create people friendly streets and spaces?
- Public Realm: How safe, secure and enjoyable are the public areas?

Home:

- Adaptability: How will the buildings cope with change?
- Privacy and Amenity: How does the scheme provide a decent standard of amenity?
- Parking: How will the parking be secure and attractive?
- Detailed Design: How well thought through is the building and landscape design?

It is proposed that all major developments be required to provide a 'Design Statement' as part of the planning

application process, which should demonstrate how the proposed development addresses and encapsulates the above criteria.

8.1.1.2 Policy UD2: Design Statements

It is Council policy that, for all medium-to-large scale and complex planning applications (30 + residential units, commercial development over 1,000 sq.m. or as required by the Planning Authority) a 'Design Statement' shall be required to demonstrate how the proposed development addresses or responds to the design criteria set out in the 'Urban Design Manual - A Best Practice Guide' (DoEHLG, 2009).

A Design Statement should be prepared for all medium-to-large scale and complex developments at an early stage of the overall design process. The Design Statement should address urban design, landscape and building design issues and clearly explain the development process, the design options considered and the rationale behind the adopted development strategy. The Design Statement should take the form of a concise illustration or series of illustrations and a written statement. This material should form the basis of meaningful pre-application discussions with the Planning Authority. Reference to, and cognisance of, the guidance and principles set out in the 'Urban Design Manual' (2009) and 'Sustainable Residential Development in Urban Areas' (2009) documents shall require to be demonstrated.

A Design Statement should outline:

- The policy background, identifying all relevant policies, development briefs, design guides, standards and regulations and, in the case of

developments in areas with Local Area Plans and/or adopted development guidance, shall demonstrate how the relevant urban design principles and guidance have been complied with.

- The urban design and architectural context including a site and area appraisal (illustrated with diagrams), summaries of relevant studies and records of any relevant consultations.
- The development strategy for the site, including design principles which have been formulated in response to the policy background, the site and its settings and the purpose of the development, and how these will be reflected in the development.
- An explanation of the urban structure, including approach to movement and accessibility, landscape development blocks, land uses, density, urban grain, visual context and built form.

8.1.1.3 Policy UD3: Public Realm Design

It is Council policy that all development proposals, whether in established areas or in new growth nodes, should contribute positively to an enhanced public realm and should demonstrate that the highest quality in public realm design is achieved.

This will include detailed consideration of materials, street furniture (including litter bins), public lighting, street trees and landscaping. Roads and parking areas are considered as an integral landscape element in the design of the public realm.

8.1.2 Urban Design at the Local Level

8.1.2.1 Policy UD4: Local Area Plans

It is Council policy to use the vehicle of Local Area Plans and/or Urban Framework Plans, as appropriate, to promote and embed the principles of good urban design in the delivery of new, and existing, sustainable communities in specific areas of the County.

At a local level, statutory Local Area Plans (LAPs) are the primary vehicles for guiding and informing the content, layout and design of both 'new' and 'redevelopment' areas in the County. Local Area Plans have already been adopted for Stillorgan, Woodbrook/Shanganagh, Kiltiernan-Glenamuck, Glencullen, Goatstown and Deansgrange. In addition an Urban Framework Plan (UFP) for the Sandyford Business Estate and a Strategic Development Zone (SDZ) for Cherrywood have been put on a statutory footing. While all different and distinctive, the various statutory plans each contain targeted and nuanced design guidance and templates that will help frame and influence the 'end product' in each of their respective areas.

Into the future, further LAPs will be prepared as deemed necessary by the Elected Member having regard to the specific criteria outlined in section 2.1 of 'Local Area Plans - Guidelines for Planning Authorities' (2013). These will set quite detailed and specific design parameters and urban design contexts, as appropriate, for the specific areas in question.



Urban Realm, dlr Lexicon



Sylvan Residential Setting, The Grange

8.1.2.2 Policy UD5: Shared Space Layouts

It is Council policy to promote safer and more attractive streets and public realm for all road users throughout the County by pro-actively engaging with, and adhering to, the 'shared space' concept and guidance set out in the 'Design Manual for Urban Roads and Streets' (2013).

One of the legacies of residential layout design in the recent past has been that design considerations have often been dominated and driven by the need to make provision for motor vehicles – to the detriment of other road users. A key challenge for urban design is to successfully promote the other functions of 'the street' by promoting a 'sense of place', facilitating social interaction and encouraging walking and cycling. Road design should discourage speed and afford priority to the safety and convenience of pedestrians and cyclists.

Road widths in general should be sufficient to accommodate two vehicles passing, but not so generous as to encourage speeding or excessive on-street/kerbside parking. The 'shared space' concept promoted in the 'Design Manual for Urban Roads and Streets' (DMURS) is essentially traffic calming interwoven with considered urban design in residential and town/village areas, to ensure that the car does not dominate in terms of street use and is required to manoeuvre at lower speeds. Going forward into the future the promotion of sustainable settlement and transportation strategies in urban and rural areas in the County will require to be informed by the principles set out in this Manual. The emphasis of the DMURS is on the delivery of permeability and public realm quality necessary to promote sustainable communities.

8.1.2.3 Policy UD6: Building Height Strategy

It is Council policy to adhere to the recommendations and guidance set out within the Building Height Strategy for the County.

Council policy in relation to the issue of building height throughout the County will be guided by both the general principles and specific detailed recommendations detailed in the Building Height Strategy set out in Appendix 9. The Strategy will be used in establishing building heights for individual areas and emerging new urban nodes in the County through the vehicles of Local Area Plans, Urban Framework Plans and other statutory plans such as the Cherrywood SDZ Planning Scheme. The Strategy will also influence and inform the assessment of building heights proposed in individual planning applications.

8.1.2.4 Policy UD7: Urban Tree Planting*

It is Council policy to promote urban tree planting throughout the County in accordance with the provisions of 'dlr TREES: A Tree Strategy for Dún Laoghaire-Rathdown 2011 – 2015' and to preserve existing trees where possible and appropriate.

The Council will encourage and promote urban tree planting in the planning and development of urban spaces, streets, roads and infrastructure projects. It is essential that tree planting becomes an integral part of urban design and that the identification and provision of sustainable tree pits is given equal consideration to underground services, cycleways, public lighting etc. in the design of streetscapes. Trees are the only organic living part of the streetscape and they contribute in many ways to humanising spaces, enhancing the environment and minimising the impacts of climate change.

8.2 Development Management

8.2.1 Introduction

In order to ensure the proper planning and sustainable development of the County it is important that development conform to the specific requirements set out in this Chapter - taking cognisance of the fact that Development Management is a statutory process and its primary objective is to direct development in an orderly and efficient manner.

This Section should be read in conjunction with the Urban Design Section (Section 8.1) and other relevant individual topic Sections incorporated in this Development Plan (together with its Appendices and Supplementary Documents). The reader should note that each of the following sections, such as Residential, Sustainable Travel and Transportation, Enterprise and Employment and so on, are colour coded to link them to their associated topic Chapters in this Plan. For example, the colour code for the Sustainable Communities Chapter (incorporating Residential policies) is **blue** and the following section on Residential Development standards are also coded in **blue**. Likewise the Green County Strategy Chapter (incorporating Open Space and Recreation policies) is in **green** and the following section detailing Open Space standards are also coded **green**.

In all development proposals, particularly residential development, it is the aim of the Planning Authority to promote a high level of amenity and design, and to protect and complement existing amenities and



Open Space at Honeypark, Dún Loighaire

character, in the interests of sustainable and orderly development. Unless otherwise stated, recommended residential and other development standards included in this Chapter are informed by a series of Department of Environment, Community and Local Government (DoECLG) guideline documents published over recent years. These guideline documents are detailed in Appendix 1.

8.2.2 Planning Process

(i) Pre-Planning Meetings

It is of benefit to applicants, and the Council, for consultation to be had regarding proposed development prior to their lodgement as planning applications. Section 247 of the Planning Act provides a formal avenue for applicants to seek some general pre-planning guidance from the Planning Authority in relation to their proposed development. The Planning Authority will endeavour to provide pre-application consultations where requested.

(ii) Design Statements

A Design Statement is an outline of the proposal's context and aims, and how it responds to Development Plan objectives and surroundings, should be submitted for all applications of 1000+sq.m. commercial development or applications of 30+ residential units (Refer also to Section 8.1.1.2).

(iii) Landscape Plans

Planning applications for 1000+sq.m. commercial development, 30+ residential units, or smaller developments (as deemed appropriate by the Planning Department), should submit a landscape design rationale prepared by a qualified Landscape Architect or other suitably competent landscape professional (as deemed appropriate by the Planning Authority).

(iv) Environmental Impact Assessment

The Planning and Development Regulations 2001 specify mandatory thresholds above which Environmental Impact Statements (EIS) are required in relation to types and scale of development proposals. Where it appears to the Planning Authority that a development proposal would be likely to have significant effects on the environment, a 'sub-threshold/discretionary EIS' can be requested by notice in writing.

(v) Appropriate Assessment

Under Article 6 of the Habitats Directive there is a requirement to establish whether, in relation to plans and projects, appropriate assessment (AA) is required. If, following screening, it is considered that AA is required, then the proponent of the plan or project must prepare a Natura Impact Statement. A plan or project will only be authorised after the competent authority has ascertained, based on scientific evidence, Screening for Appropriate Assessment, and a Stage 2 Appropriate Assessment where necessary, that:

- The plan or project will not give rise to significant adverse direct, indirect or secondary effects on the integrity of any Natura 2000 site (either individually or in combination with other plans or projects); or
- The plan or project will have significant adverse effects on the integrity of any Natura 2000 (that does not host a priority natural habitat type and/or a priority species) but there are no alternative solutions and the plan or project must nevertheless be carried out for imperative reasons of overriding public interest - including those of a social or economic nature. In this case, it will be a requirement to follow procedures set out in legislation and agree and undertake all compensatory measures necessary to ensure the protection of the overall coherence of Natura 2000; or
- The plan or project will have a significant adverse effect on the integrity of any Natura 2000 site (that hosts a natural habitat type and/or a priority species) but there are no alternative solutions and the plan or project must nevertheless be carried out for imperative reasons for overriding public interest - restricted to reasons of human health or public safety, to beneficial consequences of primary importance for the environment or, further to an opinion from the Commission, to other imperative reasons of overriding public interest. In this case, it will be a requirement to follow procedures set out in legislation and agree and undertake all compensatory measures necessary to ensure the protection of the overall coherence of Natura 2000.

(vi) Energy Efficiency

For all developments of 1000+sq.m. commercial development or 30+ residential units, an Energy Statement should accompany the planning application.

(vii) Thresholds Information Document

The existing Thresholds Information Document, a supplement to Planning Applications, is detailed in Appendix 10. It identifies Development Management thresholds and outlines the main information that will be required as part of a planning application. This document will be updated and refreshed during the final stages of the adoption of the new County Development Plan.

8.2.3 Residential Development

This section sets out guidance on qualitative, quantitative, and development management criteria for residential developments. These requirements will form the basis for evaluating planning applications for new residential developments with a view to improving the quality of housing development in Dún Laoghaire-Rathdown. The following documents are key references informing the standards outlined in this Chapter:

- 'Delivering Homes, Sustaining Communities' (DoEHLG, 2007).
- 'Sustainable Urban Housing: Design Standards for New Apartments' (DoEHLG, 2007).
- 'Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities' (DoEHLG, 2009).
- 'Urban Design Manual: a Best Practice Guide' (DoEHLG, 2009).
- 'Irish Design Manual for Urban Roads and Streets' (DTTaS, and DoECLG, 2013).
- 'National Climate Change Adaptation Framework, Building Resilience to Climate Change' (DoECLG, 2013).

8.2.3.1 Quality Residential Design

It is Council policy to promote high quality design and layout in new residential development. A core aim of land-use planning is to ensure that new residential developments offer a high quality living environment for residents, both in terms of the standard of individual dwelling units and in terms of the overall layout and appearance of schemes. In considering applications for new developments the Planning Authority will refer to Government guidelines for 'Sustainable Residential Development in Urban Areas', its companion document 'Urban Design Manual', the 'Design Manual for Urban Roads and Streets' (DMURS) and the 'Sustainable Urban Housing (Design Standards for Apartments)' - along with the 'Green City Guidelines' published by UCD in conjunction with Dún Laoghaire-Rathdown and Fingal County Councils. Regard will also be had to the Green Infrastructure Strategy for the County contained in Appendix 14 of this Plan, where appropriate.

The objective of Dún Laoghaire-Rathdown County Council is to achieve high standards of design and layout to create and foster high quality, secure and attractive areas for living. The following criteria will be taken into account when assessing applications:

- Land use zoning and specific objectives contained in this Plan and any Strategic Development Zone/Local Area Plan/Urban Framework Plan/



non-statutory planning guidance adopted by the Council.

- Density - Higher densities should be provided in appropriate locations. Site configuration, open space requirements and the characteristics of the area will have an impact on the density levels achievable.
- Quality of the proposed layout and elevations, the quality of the residential environment will be of primary significance in determining the acceptability of planning applications. Layouts, elevations, and plan form must be designed to emphasise a 'sense of place' and community, utilising existing site features, tree coverage and an appropriate landscape structure.
- Levels of privacy and amenity, the relationship of buildings to one another, including consideration of overlooking, sunlight/daylight standards and the appropriate use of screening devices.
- Quality of linkage and permeability – to adjacent neighbourhoods and facilities and the nature of the public realm/streets and spaces.
- Accessibility and traffic safety - proximity to centres and to public transport corridors, existing and proposed.
- Quantitative standards - set out in this Chapter and/or referenced in Government guidelines.
- Safety and positive edges to the public realm - opportunities for crime should be minimised by ensuring that public open spaces are passively overlooked by housing and appropriate boundary treatments applied. A safety audit may be required.
- Quality of proposed public, private and communal open spaces and recreational facilities.

- Compliance with National Housing Policy as set out in the 'Housing Policy Statement' 2011 (e.g. lifecycle provision, size, tenure, mix, etc.)
- Compliance with social and community infrastructure (e.g. childcare facilities, schools, local shops, facilities for the elderly etc.).
- Quality of the pre-existing environmental sound environment.
- Context - having regard to the setting of the site and the surrounding character and streetscape.

8.2.3.2 Quantitative Standards

(i) Dwelling Size and Mix

Policies advocating the need for a mix of dwelling types and sizes are set out in Section 2.1 – Residential Development. The provision of a range of housing types and sizes in the County is important as CSO trends show an increasing population in the County, with a higher than national proportion in the over 65 age bracket. For example, the 2011 Census indicated that those aged over 65 increased from 13.3% in 2006 to 14.4% in 2011. The national figure showed a decline from 11% to 10% during the same intercensal period. Ensuring mobility within the housing market is to be encouraged.

(ii) Residential Density

In general the number of dwellings to be provided on a site should be determined with reference to the Government Guidelines document: 'Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities' (2009). As a general principle, and on the grounds of sustainability, the objective is to optimise the density of development in response

to type of site, location and accessibility to public transport. However, the overriding concern should be the quality of the proposed residential environment to be created and higher densities will only be acceptable if the criteria which contribute to this environment are satisfied. Higher residential density will not be appropriate in every circumstance and qualitative built form can sometimes be a more important determinant. Higher densities should have regard to surrounding dwellings and should be achieved in tandem with the protection of the amenity of the future residents of the proposed development (Refer also to Policy RES3 in Section 2.1.3.3).

In Dún Laoghaire-Rathdown, apart from in exceptional circumstances, (e.g. where an LAP has identified sites where lower densities may be considered or in sites where mature tree coverage prevents minimum densities being achieved across the entire site) minimum residential densities should be 35 dwellings per hectare. Significant parts of the existing built-up area of the County are, however, readily accessible to public transport corridors – QBCs, Luas, DART. In these circumstances Government guidance is to provide densities at higher than 50 dwellings per hectare. The Council acknowledges the ‘Kickstart’ Incremental Development Approach as outlined in the DoECLG and the NTA study ‘Planning and Development of Large Scale, Rail Focused Residential areas in Dublin’ (2013) in relation to Sandyford, Cherrywood, Stepside and Carrickmines. The purpose of the ‘Kickstart’ approach is not to be used to achieve lower densities in a scheme but rather to ensure eventual overall delivery of higher densities in order to support high capacity public transport modes (Refer also to Policy RES3, Section 2.1.3.3).

(iii) Parking Standards

Parking inevitably remains an integral element of overall land use and transportation policy within the County (Refer also to Section 2.2 – Sustainable Travel



and Transportation). The purpose of parking standards is to ensure that a considered and appropriate level of parking is provided to serve new development. The Planning Authority will apply restrictive planning conditions to apartment development to ensure that parking spaces are for the sole use of occupants of the development - occupants vehicles can be private or commercial - and shall not be rented out to non-residents. Likewise, visitor parking will require to be clearly indicated and measures will be put in place to ensure such spaces are reserved for the use of visitors only. The parking standards to be applied in new residential developments in Dún Laoghaire-Rathdown are set out in Table 8.2.3.

(iv) Private Open Space – Houses

All houses (terraced, semi-detached, and detached) should have an area of private open space behind the front building line. The private open space standards to be applied in new residential developments in Dún Laoghaire-Rathdown are set out in Section 8.2.8.4 (i) below.

(v) Refuse Storage and Services

Adequate refuse storage, recycling and composting areas, and future expansion of separated waste disposal for residential developments shall be adequately catered for. In the case of communal refuse storage provision, the collection point for refuse should be accessible both to the external collector and to the resident and be secured against illegal dumping by non-residents.

In the case of individual houses, the applicant shall clearly show within a planning application the proposed location and design of bin storage to serve each dwelling, and having regard to the number of individual bins required to serve each dwelling at the time of the application and any possible future requirements for refuse storage/collection.

All applications should clearly indicate the location of all proposed service meters for electricity/gas/water etc.

8.2.3.3 Apartment Development

Apartment developments should be of high quality design and site layout having due regard to the character and amenities of the surroundings.

(i) Design Standards

All apartment developments shall accord with or exceed all aspects of Government Guidelines in relation to residential development best practice, including ‘Sustainable Urban Housing: Design Standards for New Apartments’ (2007) and ‘Sustainable Residential Development in Urban Areas’ (2009). The feasibility of installing solar panels to apartment buildings shall be considered at design stage in accordance with the above Guidelines.



Open Space Belarmine Stepside

(ii) Dual Aspect

Apartment developments are expected to provide a minimum of 70% of units as dual aspect apartments. North facing single aspect units will only be considered under exceptional circumstances. A relaxation¹ of the 70% dual aspect requirement may be considered on a case-by-case basis where an applicant can demonstrate, to the satisfaction of the Planning Authority, that habitable rooms of single aspect units will be adequately served by natural light and/or innovative design responses are used to maximise natural light.

(iii) Mix of Units

Apartment developments should provide a mix of units to cater for different size households, such that larger schemes over 30 units should generally comprise of no more than 20% 1-bed units and a minimum of 20% of units over 80 sq.m. Schemes with less than 30 apartments will be assessed on a case-by-case basis according to their unit numbers, configuration and location but should generally accord to a percentage ratio of 40/40/20% mix for 1/2/3+ bedroom units respectively. Some one-bed or two-bed units could be provided on the ground floor to potentially cater for elderly people ‘downsizing’ from more traditional housing types and should, where possible, have direct access onto public open spaces.

CSO results from the 2011 Census indicate that 55% of all private households are composed of one or two persons in the County, compared to the 53% Nationally. These 2011 results also indicated that 62% of private households in the County were residing in detached or semi-detached houses with 19.4% in a flat or apartment.

(iv) Separation between Blocks

All proposals for residential development, particularly apartment developments and those over three storeys high, shall provide for acceptable separation distances between blocks to avoid negative effects such as excessive overlooking, overbearing and overshadowing effects and provide sustainable residential amenity conditions and open spaces.

The minimum clearance distance of circa 22 metres between opposing windows will normally apply in the case of apartments up to three storeys in height. In taller blocks, a greater separation distance may be prescribed having regard to the layout, size and design. In certain instances, depending on orientation and location in built-up areas, reduced separation distances may be acceptable.

(v) Internal Storage

Internal storage standards for apartments shall accord with or exceed the levels outlined in Table 8.2.1 below.

Table 8.2.1: Minimum storage space requirements

One Bedroom	3 sq.m.
Two Bedroom	7 sq.m.
Three Bedroom	9 sq.m.

Note: No individual storage room should exceed 3.5sq.m. and shall be provided within the apartment unit.

(vi) Penthouse Development

The addition of a penthouse level – which typically consists of high quality roof level living accommodation in an apartment development – may be acceptable where living space constitutes the equivalent of one storey and is set back from the

¹ Where an applicant is seeking a relaxation, all details/requirements will require to be discussed with the Planning Authority at pre-application stage.

edge of the building. A penthouse level should have regard to the overall design of an apartment block and should be finished with high quality materials and not have a negative visual impact on the skyline and/or streetscape (Refer also to the Building Height Strategy set out in Appendix 9).

(vii) Minimum Apartment Floor Areas

All apartment developments shall accord with or exceed the prescribed National Guidelines for minimum overall apartment floor areas, as set out in the Table 8.2.2. below. In this regard, the areas listed are minimum standards and should not be taken as the norm for all developments; higher floor areas will be encouraged throughout the County.

Table 8.2.2: Minimum Overall Apartment Floor Areas

One Bedroom	55 sq.m.
Two Bedroom	85 - 90 sq.m.
Three Bedroom	100 sq.m.

(viii) Apartments - Public, Communal and Private Open Spaces – Standards

Each apartment shall have direct (balcony) access to its own minimum area of private open space in the form of a balcony or patio area. Requirements for balconies are detailed in Table 8.2.5 in Section 8.2.8.4 (iv) Private Open Space for Apartment Developments.

Sections 8.2.8.2 and 8.2.8.3 provide details on Quality and Quantity of Public Open Space for apartment developments.

(ix) Apartments – Play Facilities

Requirements relating to Play Facilities within apartment schemes are set out in Section 8.2.8.5.

8.2.3.4 Additional Accommodation in Existing Built-up Areas

(i) Extensions to Dwellings

First floor rear extensions will be considered on their merits, noting that they can often have potential for negative impacts on the amenities of adjacent properties, and will only be permitted where the Planning Authority is satisfied that there will be no significant negative impacts on surrounding residential or visual amenities. In determining applications for first floor extensions the following factors will be considered:

- Overshadowing, overbearing and overlooking - along with proximity, height and length along mutual boundaries.
- Remaining rear private open space, its orientation and usability.
- Degree of set-back from mutual side boundaries.

- External finishes and design, which shall generally be in harmony with existing.

Ground floor rear extensions will be considered in terms of their length, height, proximity to mutual boundaries and quantum of usable rear private open space remaining.

Side extensions will be evaluated against proximity to boundaries, size and visual harmony with existing (especially front elevation), and impacts on residential amenity. First floor side extensions built over existing structures and matching existing dwelling design and height will generally be acceptable, though in certain cases a set-back of an extension's front façade and its roof profile and ridge may be sought to protect amenities, integrate into the streetscape and avoid a 'terracing' effect. External finishes shall normally be in harmony with existing.

Any planning application submitted in relation to extensions shall clearly indicate on all drawings the extent of demolition/wall removal required to facilitate the proposed development and a structural report may be required to determine the integrity of walls/structures to be retained and outline potential impacts on adjoining properties. This requirement should be ascertained at pre-planning stage. A structural report must be submitted in all instances where a basement or new first/upper floor level is proposed within the envelope of an existing dwelling.

Side gable, protruding parapet walls at eaves/gutter level of hip-roofs are not encouraged.

The proposed construction of new building structures directly onto the boundary with the public realm (including footpaths/open space/roads etc) is not acceptable and it will be required that they are set within the existing boundary on site. The provision of windows (particularly at first floor level) within the side elevation of extensions adjacent to public open space will be encouraged in order to promote passive surveillance.



Roof alterations/expansions to main roof profiles - changing the hip-end roof of a semi-detached house to a gable/'A' frame end or 'half-hip' for example - will be assessed against a number of criteria including:

- Careful consideration and special regard to the character and size of the structure, its position on the streetscape and proximity to adjacent structures.
- Existing roof variations on the streetscape.
- Distance/contrast/visibility of proposed roof end.
- Harmony with the rest of the structure, adjacent structures and prominence.

Dormer extensions to roofs will be considered with regard to impacts on existing character and form, and the privacy of adjacent properties. The design, dimensions and bulk of any roof proposal relative to the overall size of the dwelling and gardens will be the overriding considerations. Dormer extensions shall be set back from the eaves, gables and/or party boundaries.

The proposed quality of materials/finishes for dormers will be considered carefully as this can greatly improve their appearance. The level and type of glazing within a dormer structure should have regard to existing window treatments and fenestration of the dwelling. Particular care will be taken in evaluating large, visually dominant dormer window structures, with a balance sought between quality residential amenity and the privacy of adjacent properties. Excessive overlooking of adjacent properties should be avoided unless support by the neighbours affected can be demonstrated.

More innovative design responses will be encouraged, particularly within sites where there may be difficulty adhering to the above guidance and where objectives of habitability and energy conservation are at stake.

(ii) Sub-Division of Dwellings

The sub-division of existing dwellings into two or more dwelling units will be encouraged in circumstances where it would contribute to maintaining a viable community in an area, is in a location well served with amenities and where the existing dwelling is of an appropriate size.

The maximum number of units in any proposed sub-division will depend upon the characteristics of the area, the suitability of the dwelling for sub-division, availability of services, parking, private amenity space, privacy and other factors. Permission to sub-divide into apartments will not normally be granted unless the average unit size for a one-bedroom unit is at least 45sq.m. gross floor area. Conversions must not detract from adjoining/existing residential amenity (in terms of overlooking, significant loss of landscaping, high site coverage) or negative visual impact on the streetscape or on neighbouring properties.

Sub-division will not usually be a feasible proposition in modern suburban estates of two storey houses,

but may be appropriate in larger than average family-sized dwellings in old houses or larger apartments, and will only be allowed where appropriate car parking is provided in accordance with the Council's car parking requirements set-out in Table 8.2.3. Design and landscaping shall be of a high standard for a quality visual environment with adequate open space arrangements required and considered at the discretion of the Planning Authority.

Any proposed external structures, such as fire escapes should be clearly indicated in the planning application to ensure any such structures would not have a negative impact on visual and adjoining residential amenities or detract from the historic value of Protected Structures or ACA's. In the event that external fire escapes may be required, the applicant should discuss specifications with the Fire Officer prior to lodging a planning application, only the possible visual / residential amenity impacts will be assessed through the Planning process.

(iii) 'Family Member/Granny' Flat Extension

A 'Family' or 'Granny' flat refers to a temporary sub-division of a single dwelling - often by adding an extension to the dwelling or converting an attached garage - for a subsidiary element, for use by a member of the immediate family (e.g. elderly parent) but not as a fully independent dwelling. These will be assessed against the criteria applied to 'normal' domestic extensions. The Planning Authority will generally consider such sub-division and/or extension favourably subject to ensuring no negative impacts on the integrity of the primary dwelling. Applications for granny / family flats within the rural area will be assessed under the provisions of Section 8.2.3.6(vi).

Proposals should be:

- Interlinked with the primary dwelling and capable of being readily subsumed back into same.
- Such that the Planning Authority is satisfied that there is a valid justification for the proposal in use terms.

Permission will normally be on condition that:

- The flat can be subsumed back into the main dwelling when it is no longer required.
- It shall not be let or sold, other than as an intrinsic part of the overall property.
- Where the owner wishes it to remain subdivided on a permanent basis, an application shall be made for sub-division which will be assessed on the more demanding criteria as would be applied to a separate dwelling house.

(iv) Detached Habitable Room

This can provide useful ancillary accommodation such as a playroom, gym or study for the main residence. It should be modest in floor area and scale, relative to the main house and remaining rear garden area. The applicant will be required to demonstrate that neither



Modern Corner Site Development, Monkstown

the design nor the use of the proposed structure will detract from the residential amenity of adjoining property or the main house.

Any such structure shall not be to provide residential accommodation for a family member/ granny flat.

(v) Corner/Side Garden Sites

Corner site development refers to sub-division of an existing house curtilage and/or an appropriately zoned brownfield site to provide an additional dwelling in existing built up areas. In these cases the Planning Authority will have regard to the following parameters (Refer also to Section 8.2.3.4(vii)):

- Size, design, layout, relationship with existing dwelling and immediately adjacent properties.
- Impact on the amenities of neighbouring residents.
- Accommodation standards for occupiers.
- Development Plan standards for existing and proposed dwellings.
- Building lines followed where appropriate.
- Car parking for existing and proposed dwellings.
- Side/gable and rear access/maintenance space.
- Private open space for existing and proposed dwellings.
- Level of visual harmony, including external finishes and colours.
- Larger corner sites may allow more variation in design, but more compact detached proposals should more closely relate to adjacent dwellings. A modern design response may, however, be deemed

more appropriate in certain areas in order to avoid a pastiche development.

- Side gable walls as side boundaries facing corners in estate roads are not considered acceptable. Appropriate boundary treatments should be provided both around the site and between the existing and proposed dwellings. Existing boundary treatments should be retained where possible.
- Use of first floor/apex windows on gables close to boundaries overlooking roads and open spaces for visual amenity and passive surveillance.

It is also recognised that these sites may offer the potential for the development of elderly persons accommodation of more than one unit. This would allow the elderly to remain in their community in secure and safe accommodation. At the discretion of the Planning Authority there may be some relaxation in private open space and car parking standards for this type of proposal.

(vi) Backland Development

Backland residential development usually involves the establishment of a new single dwelling, and a building line to the rear of an existing line of houses. Residential development within the boundary of larger detached houses does not constitute backland development and will not be assessed as such. Where the Planning Authority accepts the general principle of backland residential development to the rear of smaller, more confined sites within the existing built-up area, the following standards will apply:

- Generally be single storey in height to avoid overlooking.
- Adequate vehicular access of a lane width of 3.7m must be provided to the proposed dwelling (3.1m at pinch points) to allow easy passage of large vehicles such as fire tenders or refuse collection vehicles.
- A wider entrance may be required to a backland development to or from a narrow laneway.
- Existing dwelling and proposed dwellings shall have minimum individual private open spaces of 48 sq.m. each - exclusive of parking - for one/two bedroom units or 60 sq.m. plus for three/four or more bedroom units.
- Proposed single storey backland dwelling shall be located not less than 15 metres from the rear façade of the existing dwelling, and with a minimum rear garden depth of 7 metres.
- Proposed two storey backland dwellings shall be located not less than 22 metres from the rear façade of the existing dwelling where windows of habitable first floor rooms directly face each other. Proposed two-storey backland dwellings should have a minimum rear garden depth for the proposed dwelling of 11 metres.

Where there is potential to provide backland development at more than one site/property in a particular area, the Planning Authority will seek to encourage the amalgamation of adjoining sites/properties in order to provide for a more comprehensive backland development. Piecemeal backland development with multiple vehicular access points will not be encouraged.

(vii) Infill

New infill development shall respect the height and massing of existing residential units. Infill development shall retain the physical character of the area including features such as boundary walls, pillars, gates/gateways, trees, landscaping, and fencing or railings.

This shall particularly apply to those areas that exemplify Victorian era to early-mid 20th century suburban 'Garden City' planned settings and estates that do not otherwise benefit from Architectural Conservation Area status or similar. (Refer also to Section 8.2.3.4 (v) corner/side garden sites for development parameters, Policy AR5, Section 6.1.3.5 and Policy AR8, Section 6.1.3.8).

(viii) o/o Zone

Locations have been identified on the Development Plan maps where no increase in the number of buildings will normally be permitted. Such locations include areas in the vicinity of the coastline where density controls are considered appropriate in the interests of preserving their special amenity.

Many of these locations are however, within close proximity of the DART line where higher densities would normally be permitted and promoted. Small scale, sensitive infill development may be considered in these areas on suitable sites where such development would not detract from the character of the area either visually or by generating traffic volumes that would cause potential congestion issues which would, in turn, necessitate road widening or other significant improvements.

Aspects such as site coverage and proximity to boundaries, impacts on drainage, loss of landscaping, the existing pattern of developments, density and

excavation impacts will also be critically assessed in determining applications for residential development in the o/o zone.

(ix) 'Living-Over-The-Shop'

In encouraging the residential use of the upper floors of commercial properties in established retail/commercial areas - including the districts of Dún Laoghaire, Blackrock, Dundrum, Glasthule, Dalkey, Sandycove and Monkstown - the Council will consider possible dispensations from normal standards to facilitate 'Living-Over-The-Shop' developments that will contribute positively to the renewal of areas provided any proposed modifications will not have a negative impact on visual amenities or the existing streetscape.

- Derogations for older commercial buildings in appropriate cases may be given in respect of private open space, parking, and unit size standards.
- Derogations for car parking may be allowed in acceptable existing town/central locations at the discretion of the Planning Authority.

(x) Mews Lane Development

The principle of mews development will generally be acceptable when located on a lane that:

- Is already developed to such an extent that further development would have to be regarded as infill.
- Is already adequately serviced and surfaced from the site to the public road, with a suitable underlying base to cater for the expected traffic volumes.
- Has a legally acceptable agreement between owners or interested parties who intend to bring the laneway to standards and conditions - particularly in terms of services, road surfacing and public lighting - suitable to be taken-in-charge by the Council. The onus will be on the applicant(s) to demonstrate that they have a consensus of owners or interested parties.
- Where the Council is likely to be able to provide services and where owners can be levied to allow the Council to service the sites.



Infill Development, Ballybrack

- Has been identified as being suitable for such development on the County Development Plan Maps or within a Local Area Plan.

The principle of mews development on a particular laneway will NOT generally be accepted where:

- The length of all or most of the adjoining rear gardens on the side of the lane concerned is less than 25 metres² or
- Where, particularly in a commercial area, the lane is likely to be required by the frontage buildings for access or the area adjoining the lane is required for expansion.

Where the Planning Authority accepts the principle of residential development on a particular laneway, the following standards will generally apply:

- Development will be confined to single units in one or two storeys of modest size and the separation distance between the rear façade of the existing main structure (onto the front road) and the rear mews structure should normally be a minimum of 20 metres and not less than 15 metres, or not less than 22 metres where first floor windows of habitable rooms directly face each other.
- Setting back of dwellings and boundary walls may be required dependant on existing building lines, lane width, character and parking/access.
- Dwellings and boundary walls may be required to reflect the scale, height, materials and finish of existing walls and buildings, particularly where old coach houses and two storey structures are involved.
- All parking provision in mews laneways should be in off-street garages, integral garages (car ports), forecourts or courtyards, and conditions to 'de-exempt' garage conversions will normally be attached. At least one off-street parking space per dwelling will generally be required. Where two spaces can be reasonably accommodated these should be provided. Part set-backs of frontage for on-street parallel parking may be considered depending on lane width and structure types.
- Each dwelling shall generally have a private open space area of not less than circa 48 sq.m. exclusive of car parking area. A financial contribution in lieu of public open space provision may be required.
- Where dwellings are permitted on both sides of a lane, habitable room windows must be set out to minimise direct overlooking of each other where less than 9 metres apart.
- Vehicular entrance widths shall be a minimum but sufficient to provide for proper vehicular turning movements allowing for laneway width and for pedestrian visibility.

Minimum lane width requirements are:

- Up to 6 dwellings: Adequate vehicular access of a lane width of circa 3.7 metres must be provided to the proposed dwellings - 3.1m at pinch points – to allow easy passage of large vehicles such as fire tenders or refuse collection vehicles.
- Up to 20 dwellings: Width of 4.8 metres subject to a maximum length of 300 metres. Short lengths of narrow width may be acceptable where there will be no frontage access to those lengths.

All mews laneways will be considered to be shared surfaces and footpaths need not necessarily be provided. If external street/security lighting is warranted, only a minimal level and wall-mounted type(s) may need to be provided. Opportunities should be undertaken to improve permeability and connectivity to and from the development as part of the Development Management process.

Reduced standards from the above may be acceptable, particularly in cases of conversion of existing two storey structures in sound condition and of particular architectural and/or townscape value.

Applications should clearly state the requirements and method statement for bin storage and collection, car parking, access and similar details.

(xi) Institutional Lands

Where no demand for an alternative institutional use is evident or foreseen, the Council may permit alternative uses subject to the area's zoning objectives and the open character of the lands being retained.

There are still a number of large institutions in the established suburbs of the County which may be subject to redevelopment pressures in the coming years. The principal aims of any eventual redevelopment of these lands will be to achieve a sustainable amount of development while ensuring the essential setting of the lands and the integrity of the main buildings are retained. In order to promote a high standard of development a comprehensive masterplan should accompany a planning application for institutional sites. Such a masterplan must adequately take account of the built heritage and natural assets of a site and established recreational use patterns. Public access to all or some of the lands may be required. Every planning application lodged on institutional lands shall clearly demonstrate how they conform with the agreed masterplan for the overall site. Should any proposed development deviate from the agreed masterplan then a revised masterplan shall be agreed with the Planning Authority.

A minimum open space provision of 25% of the total site area (or a population based provision in accordance with Section 8.2.8.2 whichever is the greater) will be required on Institutional Lands. This provision must be sufficient to maintain the open character of the site - with development proposals built around existing features and layout, particularly by reference to retention of trees, boundary walls and other features as considered necessary by the Council.

² Exceptions may be allowed in the case of conversion of existing two-storey structures in sound condition and of particular architectural or townscape value.



Student Accommodation, UCD

In addition to the provision of adequate open space, on Institutional Lands where existing school uses will be retained, any proposed residential development shall have regard to the future needs of the school and allow sufficient space to be retained adjacent to the school for possible future school expansion/redevelopment.

(xii) Student Accommodation

All proposals for student accommodation should comply with the Department of Education and Science Guidelines on Residential Development for Third Level Students (1999), the subsequent supplementary document (2005) and the 'Student Accommodation Scheme', Office of Revenue Commissioner (2007) - dealing with matters arising from the Guidelines and providing clarity in relation to definitions of 'students' and 'educational institutions' and recommendations in relation to minimum bed-space and other similar requirements.

Given the growth in recent years of the number of third level students, together with the planned expansion of the County's major educational facilities, there is a demand for specific residential accommodation to cater for this need. The Council will support the provision of on-campus accommodation and may also permit student accommodation off-campus.

When dealing with planning applications for such developments a number of criteria will be taken into account including:

- The location of student accommodation within the following hierarchy of priority:
 - On Campus
 - Within 1km distance from the boundary of a Third Level Institute

- Within close proximity to high quality public transport corridors (DART, N11 and Luas), cycle and pedestrian routes and green routes

In all cases such facilities will be resisted in remote locations at a remove from urban areas.

- The potential impact on residential amenities. Full cognisance will be taken of the need to protect existing residential amenities particularly in applications for larger scale student accommodation, and such accommodation will not be permitted where it would have a detrimental effect.
- The level and quality of on-site facilities, including storage facilities, waste management, covered cycle parking and associated showers and locker, leisure facilities, car parking and amenity.
- The architectural quality of the design and also the external layout, with respect to materials, scale, height and relationship to adjacent structures. Internal layouts should take cognisance of the need for flexibility for future possible changes of use.
- The number of existing similar facilities in the area. In assessing a proposal for student accommodation the planning authority will take cognisance of the amount of student accommodation which exists in the locality and will resist the over-concentration of such schemes in any one area in the interests of sustainable development and residential amenity.
- In all schemes the applicants will be required to provide a written documentary confirmation for a 'Qualifying Lease' as defined in the Guidelines on Residential Developments for Third Level Students published by the Department of Education and Science in 1999 and - noting the supplementary review document in 2005 - to prove that the

accommodation is let to students within the academic year.

No social/affordable housing will be required in instances where it is proposed that student accommodation is to be provided on the campus of a recognised third level institution.

All permissions for student housing shall have a condition attached requiring planning permission for a change of use from student accommodation to other type of accommodation. Future applications for this type of change of use will be resisted except where it is demonstrated that continuing over-provision of student accommodation exists in the County.

(xiii) Nursing Homes for the Elderly/Assisted Living Accommodation

When dealing with planning applications for such developments a number of criteria will be taken into account including:

- Such facilities will be resisted in remote locations at a remove from urban areas. They should be located into established neighbourhoods / residential areas well served by community infrastructure and amenities. Future residents should expect reasonable access to local services such as shops and community facilities.
- The potential impact on residential amenities of adjoining properties.
- Adequate provision of open space (Refer also to Section 8.2.8.2 (ii)).
- Provision of adequate parking facilities (Refer also to Section 8.2.4.5).
- The design and proposed materials.
- The size and scale of the proposal must be appropriate to the area.
- Located within close proximity of high quality public transport links and the site should be well served by good footpath links.

Individual dwelling units within established residential areas may also be considered under the provisions of infill/garden site development (Refer also to Section 8.2.3.4(v)) particularly where there is insufficient land availability for larger housing/nursing home development and there is a need to provide alternative accommodation for older people wanting to downsize but remain within their community.

(xiv) Demolition and Replacement Dwellings

The Council will sometimes state a preference to retain existing houses that, while not Protected Structures, do have their own merit and/or contribute beneficially to the area in terms of visual amenity, character and/or accommodation type.

Demolition of an existing house in single occupancy and replacement with multiple new build units will not be considered simply on the grounds of replacement

numbers only, but will be weighed against other factors. Better alternatives to comprehensive demolition of, for example, a distinctive detached dwelling and its landscaped gardens, may be to construct structures around the established dwelling and seek to retain characteristic site elements.

In larger proposals for demolition of existing structures, the balance between the greater energy efficiency ratios of the new build, its size for running costs/impacts, and resources used for its construction - and those of the existing dwelling and the 'embodied energy' lost in its demolition, will be considered.

The Planning Authority will assess single replacement dwellings within an urban area on a case by case basis and may only permit such developments where the existing dwelling is beyond repair due to structural defects. For all applications relating to replacement dwellings, a strong justification / rationale shall be provided by the applicant.

Applications for replacement dwellings shall also have regard to Policies AR5 and AR8 (Sections 6.1.3.5 and 6.1.3.8). In this regard, the retention and reuse of an existing structure will be encouraged over replacing a dwelling. Applications for replacement dwelling within the rural area will be assessed under the provision of Section 8.2.3.6(iv).

8.2.3.5 Residential Development - General Requirements

(i) Road and Footpath Requirements

The requirements set down in the Council's 'Development Works in Residential and Industrial Areas' - Guidance Document, the Council's 'Taking in Charge Policy Document' (2011 – updated 2013) and 'The Design Manual for Urban Roads and Streets' (DMURS) (2013), will generally apply. Where an innovative layout is accepted by the Planning Authority variations to these requirements may be accepted. In allowing any deviation in the general requirements the primary consideration will be the safety of pedestrians and access for emergency vehicles.

Dished kerbs shall be provided at junctions to facilitate people with ease of movement.

(ii) Habitable Room Sizes

The minimum size of habitable rooms for houses/ apartments/and flats shall conform with appropriate National guidelines/ standards in operation at the date of application for planning permission, including the minimum dimensions as set out in 'Sustainable Urban Housing: Design Standards for New Apartments' and 'Quality Housing for Sustainable Communities: Best Practice Guidelines for Delivering Homes Sustaining Communities' (2007).

(iii) Naming of Residential Estates

Dún Laoghaire-Rathdown place names are an important part of the County's cultural heritage and reflect local history from ancient times to the present. It is Council policy, therefore, that the naming of streets and residential estates shall reflect local place names or local people of note, heritage, language or topographical features as appropriate, and shall incorporate old place names from the locality as much as possible. Bi-lingual and Irish-language signs will be mandatory. The applicant should ensure that the chosen place name for a new development is not already in use within the County.

(iv) Phased Development

It is policy of the Planning Authority that no large developments over 100 residential units shall be permitted unless it can be demonstrated that adequate provisions for specified physical and social infrastructural requirements, including: roads, sewers, water mains, community, recreational and sporting facilities (indoor and outdoor), public transport, first and second level schools and shops are available at completion to support development. A phasing schedule for any such development shall be submitted with a planning application.

(v) Management Companies and Taking in Charge

In residential developments which are not proposed to be taken-in-charge by the Council, evidence will be required that Management Companies are to be set up by time of completion of the estate, and of which membership shall be compulsory for all purchasers of property. If a development (or part thereof) is to be taken-in-charge by the Council a site layout plan clearly indicating those areas to be taken-in-charge and those areas to remain the responsibility of a properly established management company shall be submitted with the planning application. In this regard, the applicant shall have regard to the Department of the Environment, Community and Local Governments document 'Taking in Charge of Residential Developments Circular Letter PD 1/08'.

(vi) Bonds

To ensure the satisfactory completion of development works, such as roads, surface water drainage, public lighting and open space, including the protection of trees, on a site which has been the subject of a grant of permission, a bond or cash lodgement may be required until the development has been satisfactorily completed. The bond or cash lodgement may be sequestered in part or in its entirety at the discretion of the Planning Authority where the development has not been satisfactorily completed. The amount of such bond or cash lodgement will be determined by the Planning Authority.

(vii) Hours of Construction

All planning applications shall submit details in relation to hours of construction/site operation hours for the proposed development. (Refer to Section 8.2.9.5 and <http://www.dlrcoco.ie/aboutus/councildepartments/wasteservices/reportit/noisepollution/>).

8.2.3.6 Rural Housing

The Council's policy position in respect of the management of 'one-off' housing in the rural parts of the County is clearly set out under Policy RES17, Section 2.1.4.1. The Council generally seeks to protect the rural character of the countryside and foster sustainable development. In pursuance of these objectives the Council's position in relation to 'one-off' houses is essentially restrictive and precautionary.

Development proposals will be evaluated in accordance with the following criteria:

Within areas designated with zoning Objective 'G' - "*To protect and improve high amenity areas*", dwellings will only be permitted on suitable sites where the applicant can demonstrate to the satisfaction of the Planning Authority that:

- There is genuine requirement for housing in the area because their principal employment is in agriculture, hill farming or a local enterprise directly related to the area's amenity potential.



- The proposed development will have no potential negative impact for the area in such terms as visual prominence or impacts on views and prospects, or the natural or built heritage.

Within areas designated with zoning Objective 'B' - *"To protect and improve rural amenity and to provide for the development of agriculture"*, dwellings will only be permitted on suitable sites where:

- Applicants can establish to the satisfaction of the Planning Authority a genuine need to reside in proximity to their employment (such employment being related to the rural community), or
- Applicants can establish to the satisfaction of the Planning Authority a genuine need for an additional dwelling in the rural area and who are native to the area due to having spent substantial periods of their lives living in the area as members of the rural community and have close family ties with the rural community (in accordance with Section 3.2.3 'Rural Generated Housing' of the 'Sustainable Rural Housing Guidelines for Planning Authorities' 2005).

In addition to the above specific requirements in response to the varying degrees of protection afforded to the different rural zonings the Planning Authority will be obliged, under the provisions of Circular SP5/08, to subject appropriate applications – involving employment or the operation of a business – to the following considerations:

- That applicants will be required to satisfy the Planning Authority of their commitment to operate a full-time business from their proposed home in a rural area as part of their planning application (to discourage commuting to towns and cities).
- That applicants will be required to outline how their proposed business will contribute to and enhance the rural community.
- That applicants will be required to satisfy the Planning Authority that the nature of their employment or business is compatible with those specified in the local needs criteria for rural areas (in order to discourage applicants whose business is not location dependant e.g. telesales or telemarketing).

In all cases, the applicant shall submit the following details with Planning Applications for residential development within a rural area:

- A map showing all existing family owned properties and lands.
- A rationale as to why a particular site has been chosen for development.
- A strong justification in relation to the need for an additional dwelling in the rural area.
- A rationale clearly outlining why a family flat would not be suitable.

- Documentary evidence to show how the applicant complies with rural housing policy.
- A site suitability report in relation to waste water treatment.

(i) Suitable Sites

The suitability of a rural site for any development will be evaluated according to the following criteria:

- The landscape must be suitable to accommodate the proposed development.
- Acceptable visual impact of the development in relation the surrounding countryside and dwellings / structures / features in the vicinity.
- The site must be capable of accommodating all proposed structures together with the required wastewater treatment system.
- No other adverse impact on the environment.
- Satisfactory capacity of the access road/lane serving the proposed site.
- Adequate car parking and manoeuvring space on site and suitable vehicular access.
- Satisfactory screening/shelter.
- Protection of residential amenity were appropriate.
- Satisfactory relationship to any nearby dwelling.
- The adequacy of infrastructure to serve the proposed development.
- No adverse impact on heritage items, sites and areas.

(ii) Design

A general Rural Design Guide has been provided in Appendix 11. The Planning Authority will however, produce a more comprehensive and informative guide over the lifetime of this Plan. Until such time as a full guidance document has been produced, all applications for rural dwellings and extensions should have regard to the guidance provided below and within Appendix 11.

Suburban-type and/or ribbon development is not acceptable in rural areas. The Planning Authority will generally require new dwellings to be set well back from the road. The building line will be determined by local topography and existing and natural features.

The traditional field pattern should be preserved and roadside and field boundary hedges retained and/or reinstated. There will generally be an emphasis on retaining existing roadside and other boundaries, and any other attractive natural/man-made features that are characteristic of the site or surroundings. A native tree planting scheme will generally be required in order to enhance rural amenity. Access roads and driveways should respect site contours. Recessed gateways should be constructed in local materials and in a style indigenous to the area.

The Planning Authority will not insist on the use of particular architectural styles but will generally expect visually similar/sympathetic appearance in areas where there is an accepted vernacular. The Glencullen Local Area Plan Rural Design Guide, in particular, provides some considered guidance and direction in relation to principles of good siting in rural areas and also details of vernacular design. Much of this material would have application to other rural parts of the County beyond the Glencullen Plan area and should be consulted together with the Rural Design Guide set out in Appendix 11.

A design which is incompatible with site conditions, to the extent that it would be dominant, intrusive or incongruous in the landscape, will not be permitted. Notwithstanding the guidance contained in the Glencullen Local Area Plan there are individual circumstances where more modern designed houses within rural areas which respect their setting may be acceptable. If the Planning Authority considers that there may be a potential visual impact, the application will be requested to submit a visual impact assessment with their application.

Buildings should not be located on a ridgeline or in an elevated position on a site. The site contours should be respected. Roof types and materials may be controlled in the interest of visual amenity.

The Planning Authority will seek to minimise light pollution resulting from new development proposals within the rural area.

Buildings and their layouts should meet the requirements of the Dún Laoghaire-Rathdown

‘Guidelines for Sustainable Development’ and the DoEHLG ‘Sustainable Rural Housing’ Guidelines and other relevant Council guidelines including the Glencullen Local Area Plan Rural Design Guide and the Rural Design Guide set out in Appendix 11.

(iii) Occupancy

Where permission is granted for dwellings in rural areas it will be normal practice for the Planning Authority to stipulate by condition that the applicant enter into an agreement under Section 47 of the Planning and Development Act 2000, as amended, restricting occupation of the dwelling for a period of 7 years to the applicant, or to other such persons as agreed by the Planning Authority.

(iv) Replacement Dwelling - Rural

In applications for replacement dwelling; the primary considerations will be:

- The potential negative visual impacts on the surrounding properties or landscape and other negative impacts on the rural amenity - which could result from the design, location, layout and size of the proposed dwelling.
- The appropriateness of demolition of the existing structure having regard to its existing setting, age, design and overall contribution to the area.
- Structures do not necessarily have to be designated a Protected Structure to be considered to warrant retention and due regard will be given to an area’s vernacular in terms of both existing and proposed structures.



New Dún Laoghaire Golf course

- In currently, or recently, occupied dwellings proposed for demolition the applicants will be expected to be the owner and occupier to make such an application, provide a statement of some details of their occupancy noting that future applications by the applicant/family may have regard to same. Where such permission is granted a Section 47 condition relating to occupancy will not normally be applied.

(v) Extensions - Rural

Extensions of a reasonable or modest size may be acceptable, subject to the proposed extension respecting the character, scale, and proportions of the existing dwelling, and subject to the availability of necessary services and protection of the visual amenities of the area.

(vi) 'Family Member / Granny' Flat – Rural

A family flat is a temporary self-contained living unit with one or (maximum) two bedrooms for a member of the immediate family to reside in. Family flats can provide a short-to-medium term solution to housing needs within the rural area, particularly in cases where an applicant cannot satisfy rural housing policy or where a native is required to return to live in the rural area in order to care for family members.

In general a family flat would consist of extending/adapting an existing family dwelling to accommodate their needs. In such cases, a direct link (in the form of an internal door) to the main dwelling house would be maintained and the unit, when no longer in use as a family flat, would be subsumed back into the fabric of the main dwelling.

In exceptional circumstances, the Planning Authority may accept the principle of renovating/restoring and changing the use of all/part of an existing outbuilding or structure within the curtilage of a family dwelling for use as a 'family flat'. Any such proposal would be strictly controlled and would be assessed on a case-by-case basis. All such developments considered to be acceptable by the Planning Authority must enter into a legally binding agreement under the provisions of Section 47 of the Planning Act in respect of the use of the proposed family unit remaining as such and will not be permitted to be sold/let separately from the main dwelling.

A family flat will be subject to the following criteria:

- the flat must not exceed 50 sq.m. in floorspace and/or comply with rural extensions guidance above.
- the site must be suitable for development.
- the flat must be occupied by an immediate family member and a legal agreement - under the provisions of Section 47 of the Act - to this effect may be sought by the Planning Authority. When no longer in use as a family flat, the unit must be subsumed back into the fabric of the main dwelling house.

- The flat must be capable of being connected to the existing wastewater treatment system on the site. Where such a system is not sufficiently sized or operating efficiently it must be capable of being replaced with a suitable wastewater treatment system to serve both the existing house and family flat.
- The creation of an additional vehicular access will not be considered acceptable and the existing access and parking on site must be capable of accommodating any additional vehicular movements, or upgraded as deemed necessary by the Planning Authority.

(vii) Road Frontage

Minimum road frontage length for individual new houses should generally be at least 60 metres in order to preserve the rural or high amenity quality of the area.

(viii) Vehicular Entrances

Vehicular entrance gates shall be recessed and the wing walls or fences splayed so as to provide adequate sight distances in both directions, depending on the traffic conditions and the characteristics of the roadway at that location. Existing/proposed vehicular access points shall be carefully examined, including consideration of landscape and visual amenity aspects, as there may be circumstances where it is desirable to seek alternative positions to avoid removal of substantial lengths of good quality characteristic existing boundaries. Front boundary treatments shall retain, or plant, indigenous hedges, earth banks, or provide dry stone walls and similar - depending on the typologies common to the area.

(ix) Waste Water Treatment Systems

Site assessment and the design of waste water treatment systems and percolation areas shall generally conform with the Environmental Protection Agency's 'Code of Practice: Wastewater Treatment and Disposal Systems Serving Single Houses', (2009) and the requirements of the Environmental Health Office.

A detailed site investigation report, to include percolation and water table tests certified by a qualified person, should be provided with the Planning Application and a suitable trial hole should be made available for inspection by the Environmental Health Office.

(x) Water Supply

Where no public water main is available, a potable water supply must be provided in accordance with Council requirements. Tests of the proposed drinking water should be carried out in accordance with the requirements of the Environmental Health Office and results should be submitted with the Planning Application.

8.2.3.7 Rural – Non-Residential Development

As with rural housing, the Council's position in relation to non-residential rural development is again essentially restrictive and precautionary. Any application for non-residential development within the rural area will be dealt with on a case-by-case basis and will be assessed having regard to the following:

- Compliance of the proposed use with the zoning objective of the site.
- The need for such a use within the rural area.
- The suitability of the site in accordance with Section 8.2.3.6 (i).
- Potential negative visual impacts on the surrounding properties or landscape and for other negative impacts on the rural amenity - which could result from the design, location, layout, size and type of the proposed development.
- Vehicular access arrangements, parking requirements and potential impacts on the existing road network.
- Waste water treatment and drinking water provisions on site. Any unserviced site must comply with the 'EPA Wastewater Treatment Manuals – Treatment Systems for Small Communities, Business, Leisure Centres and Hotels' (1999) (or any superseding documents) and the requirements of the Environmental Health Office.

8.2.3.8 Rural - Temporary Accommodation

(i) Holiday Caravan and Camping Sites

The Planning Authority recognises the tourist benefits of properly developed sites for holiday home-type caravans, smaller trailer caravans and tents. These sites will generally be permitted in rural areas zoned 'B' where the topography would permit their siting without injury to amenity or public health. In rural areas zoned 'GB' holiday caravan sites are not 'permitted in principle' but may be 'open for consideration' depending on circumstances.

The Planning Authority regards holiday caravan sites as sites for temporary (leisure/tourist) dwellings. The layout and servicing of such sites will be required to conform to the standards set out in the Fáilte Ireland – 'Registration and Renewal of Registration Regulations for Caravan and Camping Parks' (2009).

8.2.4 Sustainable Travel and Transport

8.2.4.1 Traffic Management and Road Safety

The road layout of new residential, commercial and/or mixed-use developments shall be designed in accordance with DMURS which seeks to create self-enforcing 30km/h zones. This Manual sets out design guidance and standards for constructing new, and reconfiguring existing, urban roads and streets, incorporating good planning and design practice to create low speed environments in urban areas. All work carried out on the public roadway shall meet the requirements of both the Council's 'Taking in Charge Policy Document' and 'Development Works in Residential and Industrial Areas'.

On existing roads, traffic management measures may be required to create a pedestrian and cycle friendly environment. Road safety interventions may also be required to create a safe road environment for all road users such as the provision of accessible pedestrian facilities and segregated cycle tracks.

To ensure that the needs of all roads users are considered, a Quality Audit may be required for major developments that impact on the road network and for all new road and traffic schemes. This should be carried out in accordance with DMURS³ and best UK practice.

Potential applicants for planning permission should engage in pre-planning discussions with the Council's Transportation Section to ascertain which audits, if any, should be submitted with the application. Further details on the guidance on the audit thresholds can be found within the 'Development Management Thresholds Information Document' (2010-2016) contained in Appendix 10.

8.2.4.2 Traffic and Transport Assessment

Where new development has significant car trip potential, a detailed assessment of

- (i) the transportation systems available and
- (ii) the impact of the proposed development on the surrounding environment and transportation network,

should be appraised through the submission of a Traffic and Transport Assessment (TTA), in accordance with Transport Infrastructure Ireland (TII) 'Traffic and Transport Assessment Guidelines' (2014). The

³ The Design Manual for Urban Roads and Streets Quality Audits generally consist of a number of individual and overlapping audits that may include: an audit of visual quality; a review of how the street is/may be used by the community; a road safety audit, including a risk assessment; an access audit; a walking audit; a cycle audit; a non-motorised user audit; a community street audit (in existing streets); and a place check audit.



requirements for a TTA should be ascertained at pre-planning stage.

Traffic and Transport Assessments shall project forward 5 years and 15 years after opening date in accordance with the TII Traffic and Transport Assessment Guidelines and the UK's Institution of Highways and Transportation Guidelines, and shall, in their analysis, consider all major road and traffic schemes and existing and proposed developments in an area (Refer also to Appendix 10).

8.2.4.3 Travel Plans

A Travel Plan (formerly Mobility Management Plan) is an effective instrument used utilising the provision of sustainable travel infrastructure within a development. Travel Plans are applicable to housing developments, workplaces, colleges, schools and hospitals as Travel Plan initiatives relate not only to residents but also to staff, students or visitors

Travel Plan measures could include proposals to encourage cycling and walking, cycle parking facilities, car sharing, car pooling, dedicated priority car parking for car-sharers, flexible working hours, off-peak shift working, e-working from home, free/subsidised bicycles and public transport promotions.

Preparation of a Travel Plan should be considered at the earliest possible stage of the planning process (pre-planning) with the Travel Plan demonstrating that it is an integral part of the development. A condition will be attached to ensure the Travel Plan features as a central component of the planning permission granted. However, a condition which requires a post decision submission of a Travel Plan will only be used in exceptional circumstances.

In general, a Workplace Travel Plan is required if an existing or proposed development has the potential to employ over 100 persons when fully occupied. Travel Plans are required for all schools (as per Smarter Travel, the National Transport Policy) and for residential developments of 100 dwellings or more (Refer also to Appendix 10). These thresholds do not preclude the submission of a Travel Plan for developments below the prescribed thresholds, e.g. proposed centres of employment, existing town centres, central areas where expansion/redevelopment is proposed, which the Local Authority considers may have significant travel implications.

The National Transport Authority (NTA) document 'Achieving Effective Workplace Travel Plans Guidance for Local Authorities', (2012) should also be utilised as it contains valuable information on the recommended contents, targets and indicators of a Travel Plan.

8.2.4.4 Street Lighting

The lighting of roads and public amenity areas shall be provided in accordance with the requirements of Public Lighting Standards BS 5489-1 EN 13201:2013 and further updates.

In general, for security and road safety reasons, street lighting may be provided for car and cycle parking areas, new access roads and along cycle/pedestrian routes within new developments, all as per the Council requirements. Details of the column height and spacing, and lantern type, lighting class and lux levels and energy efficiencies shall be provided. Low pedestrian lighting bollards (1m to 2m height) are not recommended along pedestrian routes on electrical safety and maintenance grounds. Where new junctions are created as a result of new developments,

additional lighting poles may be required on the public roads opposite the junction. In such cases an assessment of the adequacy of the street lighting should be undertaken with details of light intensity/lux levels provided.

8.2.4.5 Car Parking Standards

Car parking standards provide a guide on the number of required off-street parking spaces acceptable for new developments. The principal objective of the application of car parking standards is to ensure that, in assessing development proposals, appropriate consideration is given to the accommodation of vehicles attracted to the site within the context of Smarter Travel, the Government policy aimed at promoting modal shift to more sustainable forms of transport.

The Council considers the application of maximum parking standards for non-residential land uses to be a key measure in influencing the travel mode choice for all journeys. Parking provision in excess of the maximum standards set out for non-residential land uses in Table 8.2.4 shall only be permitted in exceptional circumstances as described below.

For non-residential developments a separate package of parking standards in column three of Table 8.2.4 have been set for certain specific land uses in designated areas alongside public transport corridors. This applies to developments located within a 1km catchment of a Priority 1 Quality Bus Corridor⁴, a Luas, Bus Rapid Transit or DART station/stop and within a 500m catchment of an existing bus priority scheme.

Reduced car parking standards for any development (residential and non-residential) may be acceptable dependant on:

- The location of the proposed development and specifically its proximity to Town Centres and District Centres and high density commercial/business areas.
- The proximity of the proposed development to public transport.
- The precise nature and characteristics of the proposed development.
- Appropriate mix of land uses within and surrounding the proposed development.
- The availability of on-street parking controls in the immediate area.
- The implementation of a Travel Plan for the proposed development where a significant modal shift towards sustainable travel modes can be achieved.
- Other agreed special circumstances where it can be justified on sustainability grounds.

Note: In some cases additional parking areas may be required in a development to provide parking for electric vehicles, car sharing clubs or servicing of vehicles.

In very limited circumstances, the Council may also consider the development of car-free housing on suitable small-scale sites which have with high levels of public transport accessibility, have convenient and safe access to local shops and community facilities and/or are located very close to Town Centres.

Those living in car free housing may not be eligible for on street parking permits where such on street parking exists nearby.⁵

Where developments incorporate more than one land-use that are functioning simultaneously - e.g. a warehouse containing a large office - the cumulative figures applicable to both uses will apply. Consideration will also be given to grouped and dual-use parking provision in multi-purpose developments where it can be clearly demonstrated that peak demands do not coincide, especially where day and night uses are involved, e.g. childcare service and an evening community facility.

The Planning Authority may require the maximum number of car parking spaces specified in Tables 8.2.3 and 8.2.4 to be further reduced where it is considered that the surrounding road network is not sufficient to cater for the volume of traffic likely to be generated by the proposed development.

In locations where the highest intensity of development occurs - main urban centres and rail stations for example - an approach that caps car parking on an area-wide basis may be applied. The use of such a measure should also be considered at major trip attractors such as large third level institutions.

In the case of any parking standard not specified in Tables 8.2.3 and 8.2.4 - e.g. a Service Garage - the Planning Authority will determine the specific parking requirements based both on the merits and location of the development and other appropriate parking criteria and characteristics.

For residential developments, particularly apartment schemes, car parking spaces associated with residential units must be sold off in conjunction with the units and not sold separately, or let, to avoid non take-up by residents. As part of mixed-use developments, parking areas for the residential element must be clearly designated and segregated from other non-residential component parts of the development. There will be circumstances where parking controls may be required to be introduced on access roads and parking areas within new developments. Details in respect of car parking allocation should be submitted with Management Schemes and/or taking-in-charge maps submitted as part of a planning application.

⁴ The NTA's Greater Dublin Area Draft Transport Strategy 2011-2030 detailed the Stillorgan Road (N11 from the Loughlinstown Roundabout to the City Centre) as a Priority 1 Quality Bus Corridor.

⁵ Allowances may be made for people with disabilities who have a Disabled Parking Permit

Table 8.2.3: Residential Land Use - Car Parking Standards

Land use	Standards
Residential Dwelling	1 space per 1-bed unit and per 2-bed unit 2 spaces per 3-bed unit+ (depending on design and location).
Apartments, Flats, Sheltered housing	1 space per 1-bed unit 1.5 spaces per 2-bed unit 2 spaces per 3-bed unit+ (depending on design and location)

The car parking standards set out for residential land uses in Table 8.2.3 shall be generally regarded as 'standard' parking provision. The parking standards in Table 8.2.3 include spaces for both residents and

visitors and these car parking spaces shall be clearly designated. Visitor car parking, preferably grouped within communal parking areas, should be adequately provided for and reserved only for the use of visitors.

Table 8.2.4: Non Residential Land Use – Maximum Car Parking Standards

Land Use	General	Designated areas along public transport corridors
Auditorium, Theatre, Cinema	1 space per 5 seats.	1 space per 5 seats
Amusement Centre, Entertainment	1 space per 50 sq.m. gross floor area.	1 space per 50 sq.m. gross floor area
Bank, Building Societies, Estate Agents, Betting Shop	1 space per 50 sq.m. gross floor area	1 space per 50 sq.m. gross floor area
Bars, Lounges, Function Rooms, Dance Hall, Private Dance, Clubs, Discotheques, Night-club	1 space per 20 sq.m. gross floor area	1 space per 20 sq.m. gross floor area
Bowling Alley	3 spaces per lane	3 spaces per lane
Cafes, Restaurants, Fast foods (including such uses in Hotels etc.)	1 space per 15 sq.m. gross floor area	1 space per 15 sq.m. gross floor area
Childcare Services	1 space per 1 staff member (including set down)	1 space per 1 staff member (including set down)
Church, Places of Public Worship	1 space per 5 seats	1 space per 5 seats
College of Higher Education, University	1 space per 2 staff and 1 per 15 students	1 space per staff and 1 per 30 students
Conference facility	1 space per 5 seats	1 space per 10 seats
Driving Ranges (Golf)	1 space per 3m of base line	1 space per 3m of base line
Funeral Home	6 spaces per parlour	6 spaces per parlour
Golf or Pitch and Putt Courses	2 spaces per hole	2 spaces per hole
General Warehousing, Storage Centre	1 space per 100 sq.m. gross floor area	1 space per 200 sq.m. gross floor area
Health Clinics and Group Medical Practices – doctor, dentist, vet, consultant	2 spaces per consulting room	2 spaces per consulting room
Holiday Caravan Park, Camping, Self Catering Accommodation	1 space per unit	1 space per unit
Hospital	1.5 spaces per bed.	1.5 spaces per bed.
Hostel Accommodation	1 space per 15 bedspaces or 1 space per bedroom	1 space per 15 bedspaces or 1 space per bedroom

Land Use	General	Designated areas along public transport corridors
Hotel, Motel, Guest House (excluding function rooms, bars, restaurant)	1 space per bedroom	1 space per 2 bedroom
Institutions, Community Centres, Library, Museum, Art Gallery	1 space per 50 sq.m. gross floor area	1 space per 50 sq.m. gross floor area
Manufacturing	1 space per 50 sq.m. gross floor area	1 space per 100 sq.m. gross floor area
Marinas	1 space per berth (excluding visitor berths)	1 space per berth (excluding visitor berths)
Nursing Home, Elderly Persons Home, Children's Home	1 space per 4 residents	1 space per 4 residents
Offices - Business, Professional	1 space per 50 sq.m. gross floor area to include parking for visitors	1 space per 100 sq.m. gross floor area to include parking for visitors
Primary and Post-Primary Schools	2 spaces per classroom	2 spaces per classroom
Residential Mobile Home Park	1 space per unit	1 space per unit
Retail – Food (Supermarkets)	1 space per 15 sq.m. gross floor area	1 space per 20 sq.m. gross floor area
Retail - Comparison	1 space per 20 sq.m. gross floor area	1 space per 50 sq.m. gross floor area
Retails - Shopping Centres and Stores	1 space per 20 sq.m. gross leasable area	1 space per 50 sq.m. gross leasable area
Retail Warehousing in Industrial Areas	1 space per 50 sq.m. gross floor area	1 space per 50 sq.m. gross floor area
Riding Centre, Equestrian Use	1 space per horse	1 space per horse
Science and Technology Based Industry	1 space per 50 sq.m. gross floor area	1 space per 100 sq.m. gross floor area
Showrooms	1 space per 100 sq.m. gross floor area.	1 space per 100 sq.m. gross floor area
Sports Club/Recreation Centre/ Gymnasium	1 space per 20 sq.m. gross floor area	1 space per 20 sq.m. gross floor area.
Sports Grounds	15 spaces per pitch plus overflow car parking, set down parking and coach parking to be decided on a case by case basis for each sports ground.	15 spaces per pitch plus overflow car parking, set down parking and coach parking to be decided on a case by case basis for each sports ground.
Stadia	1 space per 15 seats and 1 coach space per 500 spectators	To be decided on a case-by-case basis
Vehicle Service Station	1 space per 275 sq.m. gross floor area	1 space per 275 sq.m. gross floor area

For both residential and non-residential car parking, 4% of car parking spaces provided shall be suitable for use by disabled persons. In particular circumstances the Planning Authority may consider that a higher disabled parking content may be required depending on the nature of development. All disabled parking should be clearly marked and suitably sign posted for convenient access.

A minimum of 4% of car parking spaces provided shall be reserved for parent and child parking for commercial, retail, health, childcare, hotels, medical and leisure uses, but a higher number may be required depending on the nature and location of the development.

Where car parking is provided for the development in an underground car park, access to the car park must be available at all times.

Variable Message Signage (VMS) may also be required for certain developments to indicate the availability of car parking spaces within large car parking areas.

8.2.4.6 Parking and Loading Bays

In general, parking bays shall be a minimum 2.4m in width and 4.8m in length - with increased dimensions required for short-stay retail parking spaces and loading/set down parking areas. The configuration



Cyclists Killiney Hill Park

whereby double parking bays are placed length to length is discouraged.

Parking bay widths suitable for people with disabilities shall be a minimum of 2.4m wide – with a 1.2m buffer on both sides - and 6.0m in depth.

Parking bay widths suitable for parent and child parking shall be a minimum of 3.3m wide, or 5.7m if paired with 0.9m hatching between the parking spaces.

Parking bays for people with disabilities or parent and child shall be located on firm, level ground, preferably at ground floor level, be in close proximity to access points/lifts and avoid potential conflict points such as ramps, steps etc. All parking bays should be in accordance with Part M of the Building Regulations. The location of disability or parent and child parking bays should be highlighted as part of pre-planning discussions.

Where there is a need for loading and unloading in a development, additional parking bays suitable for loading should be provided in addition to the parking requirements set out in Table 8.2.4.

8.2.4.7 Cycle Parking

The Council's proactive promotion of cycling has, at its core, the objective of providing alternatives to the private car and encouraging more sustainable means of travel. A significant step in this process is to improve the provision, safety, convenience and general environment for cycling by ensuring that the needs of cyclists are fully taken into account in the development process. To help promote cycle use, the quantum of good quality cycle parking needs to be

increased. It is important that adequate secure cycle parking is provided as an integral part of any new development.

The availability of appropriate cycle parking facilities at either end of a trip will heavily influence the decision to travel by bicycle in the first instance. The absence of such facilities, and the consequent risk of vandalism or theft, has been shown to undermine the investment in the overall cycle network infrastructure. Cycle parking is an integral part of any cycle network, but it can also precede any dedicated cycle infrastructure, in order to address the cycle parking needs at the outset and obliterate the need for retrofitting such provision.

For development, short and long term cycle parking and cycle facilities provision shall be in accordance with the requirements in the Council Cycling Policy Guidelines and Standards. This includes details of preferred type of cycle stands, typical layouts and the required quantum of showers and lockers for a development. In the case of any cycle parking standard not specified in the Cycling Policy, the Planning Authority will determine the parking requirements based both on the merits and location of the development and other appropriate parking criteria and characteristics.

Where cycle parking cannot be conveniently provided within the development, a financial contribution of €500 per cycle parking stand will be required to provide alternative on-street cycle parking provision in the vicinity of the development.

Consideration should be given to requiring the provision of cycle parking-related directional signage, in particular for storage and commercial parking facilities. Bike lockers, showers and changing rooms

should be available at final destination storage facilities (private).

For short-term cycle parking (e.g. for customers or visitors), cycle parking is required at ground level. This should be located within 25m of the destination in an area of good passive surveillance. Weather protected covered facilities should be considered where appropriate. Appropriate cycle parking signage may also be required to direct cyclists to the end destination.

For long-term cycle parking (e.g. for more than 3 hours for residents, staff, students), secure covered cycle parking is a requirement. This should be conveniently located within 50m of the destination and located near building access points where possible. It may be a requirement to provide showers, changing facilities, lockers and clothes drying facilities, for use by staff that walk or cycle to work. CCTV cameras or passive surveillance of car parks and cycle parks may be required for personal safety and security considerations.

All cycle facilities in multi-storey car parks shall be at ground floor level and completely segregated from vehicular traffic. Cyclists should also have designated entry and exit routes at the car park and with minimum headroom of 2.4m to facilitate access by cyclists.

Within larger new developments cycle routes shall link to the existing cycle network where possible and maintain a high degree of permeability through developments. Cycle Audits may be required in such developments.

8.2.4.8 Motorcycle Parking

It is an objective of the Council to require developments to provide motorcycle parking spaces at a minimum of four or more spaces per 100 car parking spaces.

The type of motor cycle stand and typical parking layout should be in accordance with the Council's Cycling Policy Guidelines and Standards with a spacing of 1m to allow the parking of one motor cycle per stand.

8.2.4.9 Vehicular Entrances and Hardstanding Areas

(i) General Specifications

Vehicle entrances and exits shall be designed to avoid traffic hazard for pedestrians and passing traffic. Where a new entrance onto a public road is proposed, the Council will have regard to the road and footway layout, the traffic conditions on the road and available sightlines and will impose appropriate conditions in the interest of public safety. In general, for a single residential dwelling, the maximum width of an entrance is 3.5m. For a shared entrance

for two residential dwellings, this may be increased to a maximum width of 4m. Each car parking space for a residential dwelling shall have a minimum length of 5.5m depth to ensure the parked car does not overhang onto the existing public footway and a minimum width of 3m to allow for clearance from nearby wall/steps/boundary.

Proper provision shall be made for sightlines at the exit from driveways in accordance with the requirements in DMURS and as appropriate to the particular road type and speed being accessed.

Automatic electronic gates into residential developments are not favoured, and should be omitted. Electronic or automatic gates are not acceptable in terms of road safety unless the entrance is set back 6.0m from the back of the footway to avoid the roadway or footway being obstructed by a vehicle while the gate is opening. In general outward opening gates will not be considered acceptable.

(ii) Visual and Physical Impacts

Vehicular entrances and on-curtilage parking should not normally dominate a property's frontage. In areas characterised predominantly by pedestrian entrances and few, if any, vehicular entrances, proposals for driveways and on-curtilage parking will be assessed on their own merits but should be resisted. Applications for double-width entrances will normally be resisted.

Impacts on features like boundary walls and pillars, and roadside grass verges and trees outside properties will require to be considered, and entrances may be relocated to avoid these. Any boundary walls, entrance piers and gates and railings shall normally be finished to harmonise in colour, texture, height and size to match the existing streetscape.

There can be negative cumulative effects from the removal or creation of front boundary treatments and roadside elements in terms of area character and appearance, pedestrian safety, on-street parking, drainage and biodiversity – and these will be assessed in the consideration of applications.

Proposals for off street parking need to be balanced against loss of amenity (visual and physical) and will be considered in light of overall traffic flows and car parking in the vicinity.

(iii) Driveways/Hardstanding Areas

A minimum of one third of front garden areas should be maintained in grass or landscaped. In the case of smaller properties - such as small terraced dwellings – this requirement may be relaxed. Each driveway, parking and hardstanding area shall be constructed in accordance with SuDS and include measures to prevent drainage from the driveway entering onto the public. Where gravel is proposed for driveway, parking and hardstanding areas, it shall be contained in such a way to ensure that it does not transfer on to the public road or footpath on road safety grounds.

(iv) ACAs/Protected Structures

Boundary features such as walls, railings and gardens contribute to character and setting of Protected Structures and those areas which have been identified as ACAs and cACAs. Poorly designed off-street parking which involves the removal of boundary walls, gate piers, railings and gates can have an effect on the setting and appreciation of the building, groups of buildings and the wider streetscape and will not generally be permitted.

In areas characterised predominately by pedestrian entrances, new or widened vehicular entrances will be resisted. Where existing rear site vehicular access exists or can be easily provided, off-street parking to the front will generally not be permitted.

All proposals for off-street parking will be considered on a case-by-case basis and should:

- Minimise loss of original boundary treatment.
- Retain a significant amount of soft landscaping and planting to reduce the visual impact of the parked car. The vehicular entrance and hard-standing area should not dominate a property's forecourt or result in the loss of traditional finishes such as granite setts and flags.
- Provide surface treatments of a high quality using traditional materials compatible with the surrounding context. Bituminous and concrete surfacing are not acceptable.
- Where favourable site conditions exist minimum intervention, integration and reuse of materials will be the key considerations.

All other criteria for car parking within Section 8.2.4.9 shall also apply to parking within ACA's/Protected Structures.

(v) Financial Contributions

Where an existing on-street car parking space requires removal to facilitate a new or widened vehicular entrance, and cannot be conveniently relocated within the public domain, then a financial contribution will be required in accordance with the terms and conditions of the Transportation Section and Water Services Department.

Likewise, where a tree, located on-street, requires removal to facilitate a new or widened vehicular entrance and cannot be conveniently relocated within the public domain then a financial contribution will be required in lieu.

(vi) Access Across Public Open Space

The Planning Authority will not normally grant permission for a development which requires or entails vehicular access over public open space or a non-paved route. The applicant would be required to clearly indicate the necessary right of way or entitlement to carry out the proposed works.

8.2.4.10 Design of Underground and Multi-Storey Car Parks

Multi-storey or underground basement car parks shall generally meet the requirements set out in the UK's Institution of Structural Engineers booklet entitled 'Design Recommendations for Multi Storey and Underground Car Park Fourth Edition' (2011) and any subsequent updates.

Multi-storey or underground car parks shall be well lit and brightly painted, with CCTV cameras provided to ensure personal safety and security. In general, one-way traffic routing is preferred. A splayed entrance with a 6.0m flat area shall be provided at the exit point from a basement car park onto a main road with adequate pedestrian and vehicular sightlines available in each direction. Sufficient headroom clearance (minimum 2.4m) should be provided to allow access for cyclists and high mobility vehicles for the mobility impaired. In car parks which include cul-de-sac parking, a maximum length of 6 parking spaces may be considered acceptable.

In larger developments consideration shall be given to specific access and egress routes for cyclists including segregated routes or bicycle lifts. Cycle parking shall generally be at the upper level of any basement car park and located close to lifts or stairwells. Clearly marked well-lit pedestrian routes shall be identified within underground and multi-storey car parks.

One-way signal-controlled ramps or car lifts are generally not acceptable for maintenance and operational reasons. Large cul-de-sacs shall not be provided within underground car park layouts. Provision shall be made for an emergency access to underground car parks and, where more than 300 parking spaces are being provided, a second vehicular access point to an underground car park is required. To prevent flooding drainage measures will be required to prevent run off from the public road into an underground car park.

Where an underground car park is provided specifically for a residential development, the car park must be universally accessible by all with the provision of pedestrian ramps and/or lifts into each block located above ground.

8.2.4.11 Childcare Facilities – Parking/Access

All pedestrian routes leading to a childcare facility from any parking area, play area, or nearby road and footpath shall be suitably designed to meet specified accessibility requirements in accordance with Part M of the Building Regulations. Car parking and cycle parking standards for childcare facilities are set out in the parking requirement tables above.

Details of the number of staff, number of rooms and number of children with their age profile should be provided to allow a determination of parking requirements in accordance with the Department



of Health and Children's Childcare (Pre-School) Regulation's requirements.

For new childcare facilities, the availability of existing on-street car parking spaces and any part-time hours of operation will be considered as part of the Development Management process.

(OCCP). They should also support a user identification system such as Radio Frequency Identification (RFID)

As sales of battery operated cars increase to meet the Government objectives of 10% car ownership by 2020 it would be expected that such spaces would be specifically allocated to that use similar to parking spaces suitable for the disabled and 'Parent and Child'.

8.2.4.12 Electrically Operated Vehicles

To encourage the use of Electric Vehicles, in line with Council and National Policy, developments shall provide Electric Vehicle Charging spaces as follows:

- Residential developments (with private car spaces including visitor car parking spaces) - A minimum of one car parking space per ten residential units should be equipped with one fully functional Electric Vehicle Charging Point.
- Non-residential developments (with private car parking spaces including visitor car parking spaces e.g office developments) - A minimum of one car parking space per ten car parking spaces should be equipped with one fully functional Electric Vehicle Charging Point.
- Developments with publicly accessible spaces (e.g. supermarket car park, cinema etc.) - A minimum of one car parking space per ten car parking spaces should be equipped with one fully functional Electric Vehicle Charging Point.

The Charge Point Parking space(s) should be clearly marked as being designated for Electric Vehicle charging. Appropriate signage indicating the presence of a Charge Point or Points should also be erected. All Charge Points fitted in publicly accessible areas should be capable of communicating usage data with the National Charge Point Management System and use the latest version of the Open Charge Point Protocol

8.2.4.13 Sports Facilities

Accessibility to sports facilities shall be designed in accordance with best accessibility practice such as 'Sport England Accessible Sports Facilities' (2010).

8.2.4.14 Construction Management Plans

Construction Management Plans (CMP) for developments generating construction activity - containing measures to mitigate against the effects of the construction - shall accompany planning applications for development of 3 residential units or more and for all other developments measuring more than 500 sq.m. gross floor area. The requirement to submit a CMP is very much dependent on the location, scale, nature and characteristics of the proposed development. Consequently the stated thresholds above may be increased or relaxed at the discretion of the Planning Authority during pre-planning stage discussions.

The CMP will address issues such as traffic management, hours of working, delivery times, prevention of noise and dust, reinstatement of roadway lining and signing, repair of damage to footways and grass verges and the accommodation of worker parking within the development curtilage. Hours of construction and deliveries should normally be in accordance with the guidance set out in Section 8.2.9.5.

The CMP should also address car parking areas for construction staff in order to avoid overspill onto public roads/local residential areas. This may require considered phasing of the development and/or specific off-site parking details which shall be provided as a component part of the CMP as appropriate.

The larger or more complex the development, the more detail the CMP will be expected to contain. Where appropriate, Traffic Management Plans, including construction vehicle routes, will be required for the construction phase of developments to be agreed by the Planning Authority. A CMP must comply with the requirements set out in the Planning Authority document, 'Directions for Roadwork's Control' (2008).

8.2.4.15 Emergency Access

In some circumstances large-scale developments, which could result in a significant level of peak and/or off-peak travel, and residential developments greater than 300 units shall provide for duplicate access or other means approved by the Planning Authority for emergency use/access. This shall also allow access for pedestrians and cyclists. The Councils Transportation Section will ascertain whether an additional access is required. This will be dealt with on a case-by-case basis through the pre-planning process.

8.2.4.16 Signage, Bus Shelters and Taxi Ranks

All signs, bus shelters and taxi ranks should be designed in accordance with best accessibility practice and in a manner which will not obstruct or distract or create a conflict with pedestrians, cyclists, public transport or private vehicles. Adequate sightlines shall be provided in each direction, where signs, bus shelters and taxi ranks are located in close proximity to junctions and entrances.

Access routes to bus shelters and taxi ranks should be designed in accordance with the requirements in DMURS.

The 'Traffic Management Guidelines', (2012) (DTTaS) and the 'National Cycle Manual', (2012) (NTA) should be consulted to ensure best practice in terms of locating bus shelters to avoid conflicts with other cyclists and other road users.

Any signage on public roads or footways shall not cause an obstruction to any road user and sightlines should be in accordance with the requirements in DMURS.

8.2.5 Enterprise and Employment

The Planning Authority will seek to encourage high quality design, materials and finishes and good quality landscaping with robust maintenance protocols for all large commercial and office developments in Dún Laoghaire-Rathdown. For all significant commercial and employment developments (comprising schemes with a gross floor area of 1000 sq.m. and above (or otherwise required by the Planning Authority)), a Design Statement will be required.

8.2.5.1 Assessment of Enterprise and Employment Development Proposals

In assessing planning applications a number of considerations will be taken into account:

- Conformity with the land use policies set out in respect of enterprise and employment development as outlined in Section 3.1.
- The mix of uses being proposed particularly in mixed use areas (Objective 'E' zones, Major Town Centres, District Centres and Neighbourhood Centres) where redevelopment and changes of use need to be orientated towards creating urban environments that are vibrant and lively.
- Achievement of an appropriate density and scale of development.
- Provision of public open space to a minimum of 10% of site area (Refer also to Section 8.2.8.2(ii)).
- The high quality design requirement that protects but also enhances the architectural character of the County, particularly in relation to landmark structures and viewpoints.
- The intensity and nature of the proposed use.
- The potential impact of traffic movement, parking provision and whether or not consideration has been given to a Workplace Travel Plan (Refer also to Section 8.2.4.3).
- Whether or not the proposed development will have a significant detrimental effect on the amenities of the surrounding areas.
- Energy efficiency and overall sustainability of the development.
- The quality of waste management measures proposed.

At a detailed level parking, circulation and access arrangements shall be as per Planning Authority requirements and as outlined in Table 8.2.4. Loading and open storage areas shall be visually unobtrusive from public roadways and screened or preferably located behind the building line. Multiple unit developments shall implement ordered naming and signage schemes to avoid visual clutter.

8.2.6 Retail Development

Retailing can often act as a social and civic focus in suburban areas. Shopping schemes must therefore conform to the highest design standards. They should be designed and sized to be appropriate in scale in relation to the planned catchment area.

Similarly, Neighbourhood Centres are intended to cater for the daily shopping and service needs of the immediately surrounding neighbourhood and will consequently be generally small in scale. In dealing with applications in local centres any analysis should take cognizance of changing shopping trends and the social and economic circumstances of the area.

8.2.6.1 Assessment of Retail Development Proposals

Applications for new retail development in the County shall accord with the retail policies of the Development Plan (Refer to Section 3.2), Regional Guidance and Government Guidance, as set out in the 'Retail Planning Guidelines' (2012), and shall:

- Be consistent with the role and function of the particular retail centre as set out in the Development Plan and accord with the scale and type of retailing identified for that location.
 - Accord with the fundamental objective to support the vitality and viability of the retail centre and demonstrate compliance with the sequential approach.
 - Provide a detailed retail impact assessment and a transport impact assessment to accompany the application where appropriate.
 - Be of a high quality and incorporate layouts that encourage active and engaging frontages where appropriate.
- There shall be a general presumption against large out-of-town retail centres - in particular those located adjacent or close to existing, new or planned national roads/motorways.
- In the context of larger scale retail developments, while adequate car parking, separate service areas and convenient access by public transport and by walking and cycling from surrounding residential areas are essential elements, these must be supplemented by features that improve the overall attractiveness of the scheme to the public. Such features can include for example:
- Public realm of appropriate scale, design and enclosure.
 - The provision and design of street furniture, e.g. telephones, seats, litterbins, cycle facilities.
 - The provision within the overall design of the scheme for public facilities, e.g. toilets, advice centres, health clinics, crèches, child and special care facilities.
 - Activities and uses that keep the centre alive both during the day and evening.
 - The inclusion of residential uses, particularly apartments, as an integral part of the centre in order to generate evening activity and security of the centre.



- An overall design strategy that helps promote variety (by the use of differing shopfronts, plot frontage widths, setbacks, signs etc.) but set within an overarching and cohesive design concept that unites the whole.
- The design and layout of buildings, together with the robustness of materials used in their construction, should be such as to discourage graffiti, vandalism and other forms of anti-social activity. All unsightly areas for example, service cores, should be screened from surrounding residential areas and from pedestrian corridors within the scheme. Considered screening should form an integral part of any design, but where this is not possible, supplementary tree planting and landscaping will be necessary.
- Considered tree planting and landscaping must, in any event, form an integral part of the general design of any shopping scheme.

In dealing with applications for planning permission for retail development, the Council shall have regard to the DoECLG 'Retail Planning Guidelines for Planning Authorities' (2012), the accompanying 'Retail Design Manual' (2012) and the 'Retail Planning Strategy for the Greater Dublin Area 2008-2016'.

8.2.6.2 Large Convenience Goods Stores

Large convenience store - comprising of supermarkets, superstores and hypermarkets – are now an accepted element of retailing in cities and large towns. They often provide primarily for the weekly convenience goods shopping of households. They require extensive open areas of floorspace together with adjacent car parking as the majority (but not all) their customers undertake their bulk convenience shopping trips by car.

Large convenience goods stores should be located in, or on the edge of Major Town Centres or District Centres.

Where a proposal for large convenience goods stores development involves the sale of a significant amount of comparison goods (as is now common in many supermarkets, superstores and hypermarkets), the planning application drawings should clearly delineate the floorspace to be devoted primarily for the sale of convenience goods. The balance between the convenience and comparison element of the proposed store drawings is a critical element in the assessment of the suitability of the development proposal. Where a significant element of the store is indicated to be for comparison goods the potential impact of that element of the store on existing comparison goods stores within the catchment must be included in the assessment of the application.

[**Note:** The distinction between 'discount stores' and other convenience goods stores which was contained in the 2005 Retail Planning Guidelines no longer applies].

8.2.6.3 Convenience Shop

A small/local convenience shop will be open for consideration within a residential area (lands zoned Objective 'A' – "To protect and/or improve residential amenity"). When assessing any such proposals, the Council will have regard to the distance from the proposed development to established local shopping facilities and to its impact on the amenity of adjoining dwellings. Local convenience shops shall not have a floorspace greater than 100 sq.m. net. (Refer also to Policy RET7, Section 3.2.2.7).

8.2.6.4 Retail Parks and Retail Warehouses

Retail parks have generally evolved as agglomerations of retail warehouses grouped around a common car park selling mainly bulky household goods. Retail warehouses can often require extensive areas of showroom space, often with minimal storage requirements. Retail warehouses have two main impacts on the retail hierarchy in a County:

- If located in a Major Town Centre - by their very nature, scale and spatial characteristics – a Retail Park/Warehouse can detract from the urban character of the Town Centre and represent an unsustainable and inappropriate use of land.
- If the range of goods on offer in a retail warehouse extends beyond that of bulky household goods it could undermine or weaken the hierarchy of retail centres in the County.

The number of retail parks/retail warehousing in the County has grown substantially over the past decade and the continuing 'blurring' of the definition of the goods permitted to be sold in such outlets, the potential impact of such developments warrants considered and comprehensive re-appraisal. The range of goods being sold from retail warehouse parks can often include a high proportion of non-bulky durables. If this pattern were allowed to continue unchallenged there is potential for a detrimental impact on the County's Major Town Centres and District Centres.

The 'Retail Planning Guidelines for Planning Authorities' (2012), recommend that the retail floorspace in any given retail warehouse unit be devoted to:

- ancillary products associated with bulky goods and/or
- non-bulky durables should not exceed 20%.

In addition such space shall be clearly delineated on the planning application drawings to facilitate monitoring and enforcement. This guidance will be adhered to in relation to future Retail Parks and Retail Warehouse developments in the County.

As a general principle the Planning Authority will adopt a precautionary approach to any significant additional retail warehouse floorspace in the County for the duration of the Development Plan. Such

an approach is advocated in the 'Retail Planning Guidelines for Planning Authorities' (2012).

Having regard to the precautionary approach advised above and where appropriate, retail warehousing may be facilitated on land with zoning Objective 'E' – "to provide for employment and economic development" where the site has good access to a suitable road network and has access to integrated public transport.

For out-of-centre locations, the 2012 Guidelines provide a recommended minimum unit size for retail warehouses of 700 sq.m. and a 'capped' maximum unit size of 6,000 sq.m. These standards will be adhered to in Dún Laoghaire-Rathdown.

8.2.6.5 Fast Food Outlets/Takeaways

The following criteria will be taken into account in the assessment of development proposals for fast food/takeaway outlets, including those with a drive-through facility:

- The need to retain, protect and strengthen the retail mix, overall variety and multi-use function of the area.
- The adequacy of existing facilities for the sale of hot food for consumption off the premises in the locality. In this regard, the applicant shall submit details of all existing fast food/takeaway outlets within the locality.
- The cumulative effect of the proposed development on the amenities of the area, particularly so in predominantly residential zoned locales.
- The effect of the proposed development on the existing mix of land uses and activities in the area.
- Careful consideration of the location of fast food outlets in the vicinity of schools and parks.
- Location of vents and other external services and their impact on adjoining amenities in terms of noise/smell/visual impact.
- Fast food outlets/takeaways with proposed drive-through facilities will generally only be acceptable within Major Town Centres or District Centres and will be assessed on a case-by-case basis.

The proliferation or oversupply of certain premises that cause or are likely to cause disturbance or nuisance, detract from amenities or seriously detract from an area generally in terms of use and services mix may be resisted.

8.2.6.6 Off-Licences/Betting Shops

Off-Licences and Betting Shops provided in the County's commercial and mixed-use areas provide a local commercial service. The Planning Authority will seek to protect residential and other communities by ensuring that the quantum of off-licences/betting shops - particularly within smaller centres - is not

disproportionate to the overall size and character of the area. However, the number and control of off-licences/betting shops will primarily be a licensing issue.

In any consideration of proposals for off-licences/betting shops, regard to the amenities of nearby residents - i.e. noise, general disturbance, hours of operation and litter – will be paramount.

New Off-Licences and Betting Shops will not be permitted in areas zoned Objective 'A' – 'To protect and/or improve residential amenity'.

Any application for betting shops shall clearly indicate on drawings submitted the location and size of any/all satellite dishes required to serve the unit. The Planning Authority will generally not accept TV screens or excessive advertising (generally no more than 25% coverage) within the shop window of betting shops.

8.2.6.7 Petrol Stations

Applications for petrol stations should take account of the following:

Retail sales area:

- The total area (gross) devoted to ancillary - or convenience - retail sales, within a petrol station shall not exceed 100 sq.m. and shall be in scale with the overall size of the filling station. Should such a unit or a larger retail facility be proposed with a wide range of goods it will be treated as a shop and assessed accordingly (including a sequential test).

Location:

- Limited petrol station facilities ancillary to large foodstores located in, or adjacent to Major Town Centres/District Centres, may be permitted where there is acceptable road access, and where it is considered there will be no negative impacts in terms of visual intrusion or the amenities of the adjoining area.
- A workshop for minor servicing (e.g. tyre changing, puncture repairs, oil changing) or petrol stations may only be permitted in circumstances where they would not adversely affect local amenities - particularly with regard to proximity to dwellings or adjoining residential areas. The Planning Authority will generally not permit such uses in or adjoining residential areas unless it can be clearly demonstrated that no significant damage to residential amenities will occur by reason of factors such as noise, visual intrusion, safety considerations or fumes and smells.

Design:

- New petrol stations and refurbished existing stations will be required to have a high standard of design. In rural areas petrol stations will not be permitted where they will have a negative impact

on surrounding views, prospects, and scenery or general amenities.

- The layout of new or redeveloped petrol filling stations shall permit safe access for delivery tankers (cab plus trailer) up to 15.5m in length. An adequate off - road area shall be provided for parking tankers safely without obstructing access to pumps while fuel is being delivered to petrol filling stations.
- For 50kph speed limit areas, a road frontage of not less than 21m is required for a new petrol station, and this frontage must be kept clear of any structure for a depth of not less than 4.6m from the street boundary of the site. This road frontage width shall increase to a minimum of 30m for 60/80kph speed limit areas.
- There shall be a minimum distance of 7m from the pump island to the road boundary.
- Only one entry and one exit point shall be permitted for vehicular traffic onto the public road, and exits onto dual carriageways shall be restricted to a single lane width. The access points shall be between 7m-9m wide, with a minimum junction radius of 10.7m. A one-way traffic routing system is preferred.
- Ramped entry treatments shall be provided at the vehicular entrance and exit, as per Council requirements, to provide for pedestrian/cyclist priority as appropriate.
- Pedestrian routes to and from retail areas shall be clearly defined.
- Short and long-term cycle parking and cycle facilities provision shall be in accordance with the requirements of the Council Cycling Policy Guidelines and Standards - with a minimum of 5 no. cycle parking spaces required.
- The location of air/water facilities and car wash facilities shall be carefully considered in relation to adjoining properties. Details in respect of noise generation and hours of use shall be submitted as part of any application.
- The location of any other ancillary structure(s) within the forecourt – such as a parcel collection/drop off structure – shall be clearly indicated and should not interfere with vehicular circulation or car/cycle parking within the petrol station forecourt.
- Where it is proposed to provide a fully automated filling station, the proposed use/function of any existing and/or disused kiosk/shop unit on site shall be clearly demonstrated within any planning application.

Signage:

- Signs should be limited and generally form part of the buildings or other structures.
- The use of high level signs, signs projecting over footpaths, 'fly' posters and bunting will not be

permitted. Free standing signs shall be limited to one per petrol station and shall not project above the forecourt canopy and shall not impact on vehicular sightlines at the exit onto the public road.

- In visually sensitive locations, the use of standard 'corporate' designs and back-lit signage etc. for petrol stations may not be acceptable.

Lighting:

- Forecourt lighting including canopy and signage lighting should be limited to that which is necessary for the safe operation of a petrol filling station. The use of high level and powerful lighting should be avoided where possible and should not interfere with the amenities of adjoining premises or cause glare, hazard or confusion to public road users. All external lighting shall be cowled and diverted away from the public roadway to prevent a traffic hazard.

Hours of Operation:

- Consideration may also be given to the limiting of the hours of operation. Details in respect of opening hours shall be submitted as part of the planning application.

8.2.6.8 Shopfronts, Signage and Advertising

(i) Shopfronts

Good shopfront design makes a valuable contribution to the environmental quality of shopping areas. The overall preference is for 'open' design shopfronts with no security shutters, with an illuminated goods display and otherwise some element of lighting on shopfront windows on main shopping streets. The Council will control the design of shopfronts in line with the following principles - the scope of which encompasses not only shops but also other business frontages such as restaurants, public houses, banks and offices- namely:

- The design, materials and proportion of the shopfront should be appropriate and respect the scale and fabric of the building and/or street of which they form part. Not all shopfront design needs to be in the 'traditional style'. There is a place for new good quality contemporary designs.
- Replacement of more modern era, but poor quality, shopfronts may be welcomed e.g. restoring original building features or omitting 'over-size' or obtrusive signs.
- The presence of well crafted and historic shopfronts is an important part of the character of an area. Features of existing shopfronts which are likely to be of interest and merit include pilasters or uprights, apron panels, stall risers or plinths below the display windows, any mullions or glazing bars

to the display window etc. Such elements should be considered for retention.

- Fascia design is an important element of shopfront design. Fascias should not interfere with existing first floor cills and should reflect existing plot widths.
- Oversized fascias are not appropriate in historic streetscapes.
- If aluminium is used it should be anodised or treated in an appropriate colour.
- The painting of clay brick or stone is generally not acceptable.
- Illuminated box signage will generally not be acceptable.
- Fascia and shopfront lighting shall be carefully considered.
- The amount of hanging signs will be controlled on streetscapes.
- Commercial interests will not necessarily be allowed to use standardised shopfront design, 'corporate colours' and materials. Compatibility with individual buildings and with the street scene is considered more important than uniformity between the branches of one company.
- Roller shutters are not exempted development on, or in front of the building line and their erection requires planning permission.
- Shutters should be provided in such a way that no part of the shutter or its casing extends beyond the face of the building. Where possible the shutter should be recessed to provide for a window display area. Painted and 'pen grille' shuttering should be

used and in all cases shutters should be treated with a colour to match the colour of the main shopfront materials. Provision should be made for roller shutters behind the line of the glazing. In vulnerable areas painted 'Open Style' external shutters may be appropriate.

- Alarm boxes should be sensitive in design and location on the building.
- Planning permission will be required for the erection of canopies. Canopies of traditional design and retractable materials will be promoted.
- Signage/advertising on freestanding structures to the front of commercial units, such as wind breaks/tables and chairs etc, shall be limited. Freestanding structures may not be accepted in instances where they would detract from the shopfront of a unit.

(ii) Signage

To protect the amenities and attractiveness of the County, no commercial advertising structure will be permitted in the open countryside, on or near a structure of architectural or historical importance, in architectural conservation areas, on public open spaces, in areas of high amenity, within important views, in residential areas, or where they would confuse or distract users of any public road.

Particular attention will be paid to the design and location of new advertising in those areas where the Council intends to implement town and village improvement schemes in order to maximise the potential environmental benefits of such schemes and also in areas the subject of Local Area Plans.

Advertising signs, where permitted, should be simple in design and sympathetic to the surroundings



Public house Blackrock

and features of the building on which they will be displayed. The number of signs located on a property should be limited and no sign should be unduly obtrusive or out-of-scale with the building façade. Control will be exercised to prevent an impression of clutter in any location. Details in respect of signage illumination must be submitted and the Council will discourage the use of flashing/moving illumination on signs or TV screens within shop windows.

(iii) Wall Panel/Poster Board Advertisements

Wall panel/poster board advertisements may be permitted on commercial premises in Major Town Centres, District Centres and Neighbourhood Centres. The size of the display panel should relate to pedestrian scale. Larger scale poster panels are generally inappropriate in locations proximate to pedestrians.

A wall panel/poster board should be sited back from the wall edges (i.e. not fill entire wall sections and obscure tops/sides of walls) and have regard to the symmetry and any features of the wall on which it is to be displayed. Panels should not normally be placed on buildings above ground floor level.

Wall panel/poster board advertisements will not be permitted where they would confuse or distract users of any public road and the use of prismatic/moving advertisements will not be encouraged.

In circumstances where they will provide temporary screening for derelict and vacant sites or sites where development is taking place, the actual poster board should not exceed 30% of the surface of the wall or screening on which it is mounted.

Subject to location, well designed advertisement panels may be permitted on builders' hoardings for a specified period. The panels should not extend above the general line of the top of the hoarding and should be evenly spaced at uniform height and width.

(iv) Bus Shelters and Taxi Shelters

Shelters incorporating advertising panels shall be carefully sited and shall not impact on vehicular sightlines. Shelters will be considered generally in regard to convenience, visual amenity and the facilitation of the greater use of public transport. The Planning Authority will exercise control over their exact location and over the number and scale of advertising panels permitted. Consideration will be given in such cases to the provision of associated supporting items such as bicycle stands and litter bins. Cantilevered shelters may be required so as not to impede pedestrian flow. (Refer also to section 8.2.4.16)

(v) Free-Standing Advertisement Displays

Public information and advertising panels are permissible in situations such as pedestrian precincts of shopping centres, other areas of commercial activity and along major traffic routes. They can sometimes be effective when grouped in a unified composite, which avoids an impression of clutter, subject to the location



and amount of panels. The amount of advertising permitted on public information panels will be restricted and shall constitute not more than 50% of the total area.

The location of all proposed freestanding advertising structures should be carefully considered having regard to pedestrian movement and vehicles entering and exiting a site or parking space.

The use of totem pole advertisement displays will be carefully considered. In general, a proliferation of these structures shall be avoided in the commercially zoned areas of the County and their height should not be excessive, should be sympathetic to the surroundings and should not be unduly obtrusive. The number of totem structures shall be limited and should not be located in a position that would interfere with vehicular and pedestrian sightlines.

All advertisement displays shall also be considered under the criteria set out below in Section 8.2.6.9 – Street Furniture Strategy.

The Planning Authority will not normally permit the attachment of sundry advertising devices to the façade of any structure, e.g. multi-coloured lights, spotlights, flags, bunting, banners, neon moving message signs, fly posting, barrage balloon etc.

Freestanding structures such as flags/teardrop banners etc require planning permission even if erected for a temporary period. Such structures, with or without advertising, will only be accepted in appropriate locations and where they would not detract from road/footpath users or interfere with vehicular sightlines.

Advertisements and advertising structures shall be strictly limited along the coastline to appropriate locations only and full consideration shall be given to their visual impact.

8.2.6.9 Street Furniture Strategy

Proposals for the installation of any items of street furniture shall have regard to the following:

- Additional street furniture items to have regard to the need to reduce visual clutter. Items should be discreet and well designed to ensure visual amenities are not compromised.
- All new street furniture items shall have a clear function relative to their location and shall have regard to the need to reduce and avoid street clutter and ensure that footpaths and cycle ways are kept free of unnecessary impediments.
- The co-location of street furniture items/signage, will, where feasible, be required in order to reduce clutter.
- The use of high quality materials, which may include polished steel and/or suitable coating of structures etc, will be required in order to ensure the long term visual appearance of furniture items.
- All street elements shall be located so as to provide clear, accurate and timely guidance for road users, pedestrian and cyclists and should not interfere with sightlines.



8.2.7 Landscape, Heritage and Biodiversity

Where a proposed development impacts on a site known, or likely, to be a breeding or resting site of a species listed in Habitats Regulations a derogation licence, issued by the Department of Environment, Community and Local Government (DoECLG) will be required in advance of any works being carried out. Applicants should be advised of this possibility at pre-planning stage and advised to consult with the National Parks and Wildlife Service (NPWS) prior to making a planning application. It is preferable for a derogation license to have been applied for and/or obtained prior to submission of any planning application.

8.2.7.1 Biodiversity

There are a number of habitats, plant, animal and bird species within Dún Laoghaire-Rathdown which are protected under National and EU legislation (Refer Section 4.1 -Landscape, Heritage and Biodiversity and Appendix 14 Green Infrastructure Strategy).

Any development proposals for sites designated as, or immediately adjacent to, a pNHA, SPA, SAC or cSAC shall be accompanied by an EIS and/or Appropriate Assessment and shall be referred to the NPWS. Regard shall be had to 'Guidance for Local - Authorities Appropriate Assessment of Plans and Projects in Ireland' (Department of the Environment, Heritage and Local Government (DoEHLG) 2009).

In the event of a proposed development impacting on a site known, or likely, to be a breeding or resting site of a species listed in Habitats Regulations a derogation license, issued by the Department of Arts, Heritage and the Gaeltacht (DoAHG) will be required in advance of permission.

A precautionary approach should be taken to all proposals in environmentally sensitive areas and/or to sites that may be in use by, or contain, protected species. An ecological risk assessment may be required in relevant planning applications for both designated and/or non-designated sites (as appropriate) to ensure that the proposed development does not undermine the conservation objectives of these sites.

In order to comply with European and National legislation on nature conservation, and to ensure that areas of biodiversity value are adequately protected, an ecological assessment will be carried out for development proposals which have potential to impact on species and habitats protected under:

- EU and National legislation
- species and habitats listed as Local Biodiversity Plan Species or Habitats in the Biodiversity Plan 2009-2013, and

- areas or sites containing features of biodiversity importance.

This will allow potentially adverse impacts to be identified and avoided for species and habitats listed in the EU Habitats and Birds Directives, The Wildlife Acts 1976 and 2000, The Flora Protection Order 1999, as well as locally rare and threatened habitats and species. In this regard the Councils publication 'Ecological Guidance for Local Authorities and Developers' (2014) should be referenced.

No projects giving rise to significant direct, indirect or secondary impacts on Natura 2000 sites arising from their size or scale, land take, proximity, resource requirements, emissions (disposal to land, water or air), transportation requirements, duration of construction, operation, decommissioning or from any other effects shall be permitted on the basis of this Development Plan (either individually or in combination with other plans and projects, except as provided for in Section 6(4) of the Habitats Directive). Planning applications for development which may impact on Natura 2000 sites should be screened for Appropriate Assessment, and accompanied by a Natura Impact Statement if required.

Development on, or adjacent to, inland waterways shall only be permitted, where an assessment carried out to the satisfaction of the Council, in consultation with Inland Fisheries Ireland, indicates that the proposed development will have no significant adverse effect on the integrity of any Natura 2000 site.

In the event of lighting being proposed along river corridors an Ecological Impact Assessment (and where necessary an Appropriate Assessment) - including bat and otter surveys - shall be conducted by specialist consultants. The recommendations of the specialist

studies shall be implemented. No lighting will be installed without prior consultation with the NPWS and shall be in line with:

- advances in knowledge into the impact of lighting on bats and other species and
- reflect advances in technology in the lighting industry.

8.2.7.2 Sensitive Landscapes and Site Features

To protect and enhance the character and amenities of the County's rural or sensitive open areas, all new developments of any scale shall incorporate high quality landscape design and shall ensure that:

- Existing site features such as specimen trees, stands of mature trees, hedgerows, rock outcrops and water features are properly identified and retained where appropriate and new planting or other landscaping appropriate to the character of the area will be provided.
- Existing significant on-site natural features must influence the layout.
- Developers should consult the Planning Authority at an early stage in relation to landscaping and planting proposals.
- Landscaping in new developments shall include planting of native Irish flora.

Developers will be responsible for the grading, hard landscaping, planting and further development of open space, including the provision of pedestrian paths and other facilities. Developers will be required to provide roadside trees, street planting and screen planting where necessary. The Planning Authority



Booterstown Marsh

encourages developers to plant suitable tree species in front gardens before dwelling occupation.

8.2.7.3 High Amenity Landscapes, Views and Prospects

Planning applications that have the potential to adversely impact upon landscapes attributed with a High Amenity Zoning Objective - or upon Protected Views or Prospects - shall be accompanied by an assessment of the potential landscape and visual impacts of the proposed development, including photomontages – demonstrating that landscape impacts have been anticipated and avoided to a level consistent with the sensitivity of the landscape.

8.2.7.4 Development in the Coastal and ‘Nearshore’ area

In dealing with planning applications in the coastal or ‘nearshore’ area regard shall be had to the Maritime and Foreshore (Amendment) Bill 2013 and to the findings of the Dún Laoghaire-Rathdown County Council ‘Coastal Defence Strategy Study’, (2010).

In relation to coastal development regard shall be had to the EU Guidance document ‘The Implementation of the Birds and Habitats Directive in Estuaries and Coastal Zones’ (2011) when assessing development in or near coastal areas which is likely to have significant effects on the integrity - defined by the structure and function - of any designated sites, coastal and marine fauna, flora and amenities.

8.2.7.5 Fencing of Hitherto Open Land

The following criteria will be used when considering planning applications for new fencing in relation to lands open to or used by the public during the ten years preceding. Such fencing is not exempted development in accordance with Art 9(1) (a) (X) of the Planning and Development Regulations.

- Such fencing in upland or amenity areas shall conform to the best agricultural practice.
- The nature of the material to be used, the height of the fence, and in the case of a wire fence, the type of wire to be used will be taken into account.
- Stiles or gates at appropriate places may be required.

8.2.8 Open Space and Recreation

8.2.8.1 Landscape Plans

Planning applications for both residential (30+ units or as required by the Planning Authority) and commercial (1,000 sq.m. or as required by the Planning Authority), including leisure and recreational facilities, should submit a landscape design rationale prepared by a qualified Landscape Architect or other suitably competent landscape professional (as deemed appropriate by the Planning Authority), for the consideration of the Parks and Landscape Services Department. Smaller schemes may also require a landscape plan to be submitted. All such requirements should be ascertained at pre-planning stage.

Such proposals shall include a scaled landscape plan(s) - with cross-sections, where applicable - showing the layout and hard and soft treatment of all boundaries, features, external areas and green spaces. The proposals shall be accompanied by specifications for materials, workmanship and maintenance, together with proposed design details. Hard landscape details are to include - where applicable - any proposed lighting, seating, kerbing, boundaries, edging, surfacing and water features. Soft landscape details are to include detailed planting plans and planting schedules, stating species/varieties, quantities, sizes, rootball presentation and spacings. The landscape plan shall be accompanied by a timescale for its implementation, including a minimum 18-month landscape maintenance period and a defects liability clause. Regard should be had to the ‘Guidelines for the Development and Taking-in-Charge of Open Space’ which is fully detailed on the Parks Department website.

In relation to Development Management, Open Space is considered to be public, communal and private space which has been ‘conditioned’ by way of a grant of planning permission to serve the needs of the local population.

- Public Open Space generally derives from a development that is defined as being generally freely available and accessible to the public and has, or is intended to be, ‘taken-in-charge’ by the Local Authority. In most new residential development schemes, there should be some appropriate provision made for public open space within the site (Refer to Sections 8.2.8.2, 8.2.8.3 and Appendix 14).
- Communal Open Space is intended to be made available to a set group of residents only and would ordinarily be maintained by a Management Company. This would be typical of apartment - type residential developments.

- Private Open Space normally refers to balconies and/or private gardens, which are the responsibility of, and only accessible to, the individual resident.

The following will not normally be considered as part of any Open Space provision:

- Car/bus parking.
- Bin/fuel stores.
- Bicycle parking structures.
- ESB substations or other service infrastructure.
- Underground flood attenuation tanks.

8.2.8.2 Public/Communal Open Space - Quantity

To provide existing and future communities with adequate active recreational and passive leisure opportunities the Council will employ a flexible approach to the delivery of public open space/communal open space and more intensive recreational/amenity/community facilities.

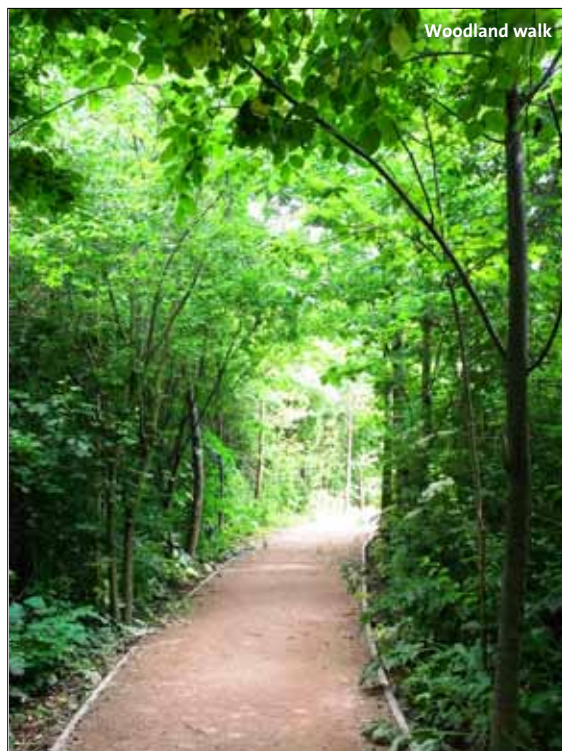
The overarching hierarchy of public open spaces across the County is set out in Policy OSR3 in Section 4.2.2.2. The hierarchy of existing parks and open spaces within the County have also been mapped to differentiate this hierarchical classification (Refer also to Appendix 14).

The Planning Authority will require public⁶ and/or communal open space to be provided within new residential and large scale commercial developments. This should preferably be located at specific sites or locations that would facilitate the assembly of areas of satisfactory size or usability or would enhance established on-site features.

Applicants for all new developments are encouraged to engage with the Planning Authority at pre-planning stage to discuss the Open Space requirements for a specific site.

(i) Residential / Housing Developments

Open Space: For all developments with a residential component – 5+ units - the requirement of 15 sq.m-20 sq.m. of Open Space per person shall apply based on the number of residential/housing units. For calculation purposes, open space requirements shall be based on a presumed occupancy rate of 3.5 persons in the case of dwellings with three or more bedrooms and 1.5 persons in the case of dwellings with two or fewer bedrooms. A lower quantity of open space (below 20 sq.m per person) will only be considered acceptable in instances where exceptionally high quality open space is provided on site and such



schemes may be subject to financial contributions as set out under Section 8.2.8.2 (iii) below.

The Planning Authority shall require an absolute default minimum of 10% of the overall site area for all residential developments to be reserved for use as Public Open and/or Communal Space irrespective of the occupancy parameters set out in the previous paragraph.

It is Council Policy to retain the open space context of Institutional Lands which incorporate significant established recreational or amenity uses, as far as is practicable. In the event of permission for development being granted on these lands, open space provision in excess of the normal standards will be required to maintain the open character of such parts of the land as are considered necessary by the Council. For this purpose a minimum open space provision of 25% of the total site area - or a population-based provision in accordance with the above occupancy criteria – will be required, whichever is the greater. There may also be a requirement to provide open space in excess of the 25% if an established school use is to be retained on site in order to facilitate the future needs of the school (refer also to Section 8.2.3.4(xi)).

(ii) Non-residential

The Planning Authority shall require a minimum of 10% of the overall site area for all large-scale, non-residential developments to be reserved for use as Open Space.

Adequate and suitable open space should be provided for Nursing Homes/Housing for the Elderly/Assisted Living Accommodation. Planning applications for such developments should:

⁶ For the purposes of this section, 'Public' open space refers to all areas of open space within a new development (be that public (taken in charge), communal, semi private or otherwise) that is accessible by all residents/employees of the development and in certain cases may be accessible by the wider general public. 'Public' open space within new developments may not necessarily be taken in charge or be publicly owned/controlled by the Council.



- Include detailed open space and landscaping plans that take account of the location of the facility and orientation.
- Provide at least 15 sq.m. open space per resident (unless otherwise agreed with the Planning Authority).
- Have regard to the availability/suitability of already existing open space.
- Respect the specific needs of the residents of the facility.
- Be accessible for all users and provide links to adjoining public footpaths.

(iii) Financial Contributions In Lieu of Open Space

Where a new development is located in close proximity to (within 1km and/or 10 minute walking distance) an established high specification public park, the Planning Authority may, in certain cases, relax standards and seek a financial contribution in lieu of providing the full quantum of open space.

Examples may include sites where stands of existing mature tree are required to be retained for amenity value that would otherwise compromise the usability of open space provision.

In exceptional circumstances where, in the view of the Planning Authority, proper planning and sustainable development would be facilitated without the delivery of the 'normal' open space requirement, a financial contribution in lieu of providing the full quantum of public open space may be made. This will take the form of a contribution on a per capita basis towards capital investment in creating and/or upgrading local parks and spaces and revenue costs for the maintenance of these spaces.

Any relaxation of open space provision will be assessed on a case-by-case basis and should not be seen as setting a precedent for future developments. Irrespective of any of the above, the default minimum 10% open space requirement must be provided on site.

units within the proposed scheme. Inaccessible, hidden or otherwise backland open space, and narrow linear strips of open space will not be acceptable. Fragmented open spaces within a development layout, which result specifically from the necessity to protect existing site features (for example a stand of mature trees) may not be included in the calculation open space requirements, as they are necessary to ensure the protection of existing amenities.

Public and/or communal open spaces should be overlooked and designed to ensure that potential for anti-social behaviour is minimised through passive surveillance. 'Sustainable Residential Development in Urban Areas - Guidelines for Planning Authorities' (2009) provides detailed guidance on the provision of open space for new residential developments while the 'Retail Design Manual' (2012) provides guiding principles on how landscaping and open spaces can assist improved public realm and promote attractive retailing centres.

(i) Design

The layout of open space and its associated facilities/ infrastructure – particularly in larger areas of open space and major parks - should be designed to meet a range of user needs, including both active and the passive recreation, as set out in the Council's 'Open Space Strategy 2015-2020' and the Green Infrastructure Strategy (set out in Appendix 14). Patrons of Public Open Space in the County should feel safe with adequate supervision, passive surveillance, boundary treatment and public lighting all contributing to an overall sense of security. Public Open Space should be expansive and suitably proportioned. Narrow tracts and corridors of open space which are difficult to manage - including provision of open space set within existing tree belts - will not be acceptable.

Public and/or communal open spaces within new development should be capable of providing opportunities for play space e.g. playgrounds, small pitches etc. The use of durable/robust materials in relation to the provision of playgrounds/Multi Use Games Areas (MUGAs) is particularly important.

(ii) Accessibility and Permeability

Permeability and accessibility will be encouraged as part of an integrated approach to the provision of linked open spaces. Where pedestrian and cycleway opportunities are presented, substantial links between developments will be encouraged. Local parks should be located not more than ten minutes walk from the majority of homes in the immediate environs. District Parks should be accessible to public transport provision in addition to well designed and focused pedestrian/cycle corridors. Playgrounds should be carefully sited within residential areas to ensure they are both easily accessible and overlooked by dwellings, while not causing a nuisance to nearby residences.

8.2.8.3 Public/Communal Open Space – Quality

Open space is fundamental in contributing to a high quality of life for those living, working and visiting the County. It provides a basis for active and passive recreation, fosters community spirit, and helps mitigate the impacts of climate change. It can also improve the image, add to the sense of identity and define the quality of the area.

Where any open space is to be provided on foot of a planning permission, the space in question should be well overlooked and designed and located to sympathetically complement the layout of the development and should be visible from, and accessible to, the maximum number of dwellings/



Play area Honeypark

(iii) Biodiversity

Public and/or communal open spaces, especially large ones, can provide for a range of natural habitats and can facilitate the preservation and enhancement of flora and fauna.

(iv) SuDS

SuDS shall not normally be included in the calculation of open space provision. However, where a SuDS scheme is visually attractive and readily accessible for public use in most weather conditions, a proportion of the SuDS area could be incorporated as a component part of the open space provision. This proportion will be decided by the Planning Authority on a case-by-case basis. The Council will also encourage the use of bioswales in roadside verges and open spaces.

(v) Green Roofs

The use of green roofs will be encouraged as part of an integrated approach to the provision of green infrastructure, taking particular account of benefits in terms of SuDS provision, biodiversity benefits and the potential for additional amenity space, particularly in high density development contexts. The provision of green roofs within any development however shall not form part of the overall minimum open space provision but should compliment the required open space provided within the site. Information in relation to green roofs is set out in Dún Laoghaire-Rathdown County Council's 'Green Roofs Guidance Document' (2014).

8.2.8.4 Private Open Space - Quantity

(i) Private Open Space for Houses

All houses (terraced, semi-detached, detached) shall provide an area of private open space behind the front building as follows:

- For 1 or 2 bedroom houses a figure of 48 sq.m. may be acceptable in cases where it can be demonstrated that good quality usable open space can be provided on site.
- 3 bedroom houses to have a minimum of 60 sq.m.
- 4 bedroom (or more) houses to have a minimum of 75 sq.m.
- Any provision of open space to the side of dwellings will only be considered as part of the overall private open space calculation where it is useable, good quality space. Narrow strips of open space to side of dwellings shall not be included within any of the above calculations.

In instances where an innovative design response is provided on site, a relaxation in the quantum of private open space may be considered on a case-by-case basis.

(ii) Separation distances

A minimum standard of 22 metres separation between directly opposing rear first floor windows should usually be observed, normally resulting in a minimum rear garden depth of 11 metres. However, where sufficient alternative private open space (e.g. to the side) is available, this may be reduced to 7 metres for single storey dwellings - subject to the maintenance of privacy and protection of adjoining



residential amenities. In all instances, private open space should not be unduly overshadowed and where there is the potential for the proposed development to overshadow or overlook existing/future development adjoining the site, minimum separation distances to boundaries should be increased.

Provision of ‘defensible’ space, e.g. a planting strip, to the front of dwellings should be provided in order to contribute towards a sense of security within the home. Bin storage and/or utility metres alone should not form any proposed defensible space areas.

In an exceptionally well designed scheme providing an otherwise very high quality living environment and that is in close proximity to existing public open spaces, the above standards may be relaxed.

Any relaxing of standards will be assessed on a case-by-case basis and should not be seen as setting a precedent for future development.

(iii) Boundaries

In all cases, suitable boundary treatments both around the side and between proposed dwellings shall be provided. In this regard, boundary treatments located to the rear of dwellings should be capable of providing adequate privacy between properties.

Boundaries located to the front of dwellings should generally consist of softer, more open boundary treatments, such as low-level walls/railings and/or hedging/planted treatments.

Details of all existing and proposed boundary treatments should be submitted as part of any planning application and include details in relation to proposed materials, finishes, and, in the case of planted boundaries, details in respect of species together with a planting schedule.

(iv) Private Open Space for Apartment Developments

Apartment developments should be of high quality design and site layout having due regard to the character and amenities of the surroundings. Every apartment shall have direct access to its own area of private open space in the form of a balcony, winter garden or patio area (Table 8.2.5 sets out minimum requirements).

The minimum depth of balconies for all or most of their length should normally be 1.5m and be accessed from living rooms. Larger balconies should be assessed in terms of overshadowing of other units and other visual impacts. Above ground floor units shall also have access to semi-private/communal and other open amenity spaces. No balconies shall overhang the public footpath.

Table 8.2.5: Balconies / Winter Gardens: Minimum Private Open Space Standards

No. of bedrooms	Minimum square metres
One	6 sq.m.
Two	8 sq.m.
Three	10 sq.m.
Four +	12 sq.m.

Note: Adequate landscaped semi-private and communal open space areas should also be provided for above ground floor apartments without any other private open space.

In certain circumstances apartments which have limited or no individual private open space - for example where it is proposed to sub-divide an existing building into apartments - public and private open space requirements may be combined (partially or otherwise) to provide for communal amenity areas. Such developments may also be required to contribute financially towards open space for active recreation being provided elsewhere in the area in accordance with Development Plan standards.

In exceptional cases in ‘urban centres’, for reasons of maintenance of streetscape character, or the preservation of residential amenity of adjoining property, the Planning Authority may accept the provision of communal open space in lieu of private open space.

In exceptional cases, where the Planning Authority accepts the provision of private open space in the form of semi-private/communal space - the provision of at least ‘balconettes’ (with inward opening ‘French’ doors) and/or access to winter gardens, for access to the open air – will be required. This would only be accepted in developments where an existing building is converted for apartment use and the building could not support balcony structures (e.g. a Protected Structure).

Such developments may also be required to contribute financially towards open space being provided elsewhere in the area in accordance with Development Plan standards.

8.2.8.5 Apartments – Play Facilities

In terms of play facilities for children regard shall be had to the ‘Sustainable Urban Housing: Design Standards for New Apartments’ (2007) which states:

Play needs around apartment buildings should be catered for:



- Within the private open space associated with individual apartments.
- Within small play spaces (circa 85-100sq.m.) for the specific needs of toddlers and children up to the age of six, with suitable play equipment, seating for parents/guardians, and within sight of the apartment buildings, in any scheme of 25 or more units.
- Within play areas (200-400sq.m.) for older children and young teenagers in a scheme of 150 or more apartments.

8.2.8.6 Trees and Hedgerows

New developments shall be designed to incorporate, as far as practicable, the amenities offered by existing trees and hedgerow and new developments shall have regard to objectives to protect and preserve trees and woodlands as identified on the County Development Plan Maps.

Aboricultural assessments carried out by an independent, qualified arborist shall be submitted as part of planning applications for sites that contain trees or other significant vegetation. The assessment shall contain a tree survey, implications assessment and method statement. The assessment will inform the proposed layout in relation to the retention of the maximum number of significant and good quality trees and hedgerows. Tree and hedgerow protection shall be carried out in accordance with BS 5837 (2012) 'Trees in Relation to Design, Demolition and Construction – Recommendations'. All requirements for aboricultural assessment should be determined at pre-planning stage.

The retention of existing planted site boundaries will be encouraged within new developments, particularly where it is considered that the existing boundary adds positively to the character/visual amenity of the area. New developments should have regard to the location of new buildings/extensions relative to planted boundaries. Prior to construction, the applicant shall provide details of adequate measures on site to protect all planting/trees to be retained and this protection shall be maintained throughout the development during the construction period.

Where it proves necessary to remove trees to facilitate development, the Council will require the commensurate planting or replacement trees and other plant material. This will be implemented by way of condition. A financial bond may be required to ensure protection of existing trees and hedgerows during and post construction.

8.2.9 Environmental Management

8.2.9.1 Air Pollution

In considering applications for planning permission the Planning Authority will have regard to the 'Local Government (Planning and Development) General Policy Directive 1988' (as may be amended from time to time) issued by the Minister for the Environment and Local Government relating to air quality standards nationally, and to the 'Air Quality Management Plan for the Dublin Region' (Refer also to Section 5.1.3.1).

8.2.9.2 Noise Pollution

The Planning Authority will have regard to the 'Dublin Agglomeration Environmental Noise Action Plan 2013 – 2018' when assessing planning applications along major road and rail transport corridors – the objective being to reduce noise from new sources and to identify and protect and create areas of low sound levels.

Acceptable noise levels are subjective and perception varies from person to person. Taking these factors into account through design and practice can reduce the impacts of noise and improve amenity. Good design should minimise noise intrusion and nuisance to all nearby buildings that are occupied.

Residential development should be set back from roads/rail lines such that amenities of residents are not unduly impacted upon by reason of noise. Mitigation measures should be undertaken, where appropriate, between the residential development and road/rail line. Similar mitigation measures may also be required when dealing with commercial development in close proximity to residential areas where there may be noise generated from the completed development – such developments will be assessed on a case by cases basis.

The Planning Authority will use the Development Management process for larger developments:

- To require developers to produce a Sound Impact Assessment, and Mitigation Plan where deemed necessary, for any new development that the Planning Authority considers will impact negatively on pre-existing environmental sound levels.
- To ensure that future developments are designed and constructed in such a way as to minimise noise disturbances.
- Placing screens (fences, hedges, mounds) between the noise source and residential units.
- Locating bedrooms as far away from noise sources as possible without compromising passive design principles.

- Locating windows away from noise sources if possible.
- Avoid hard exterior surfaces such as concrete paving that reflect sound rather than absorbing it.
- Locating noise sources away from property boundaries and noise sensitive areas.
- To incorporate 'Shared Spaces'/'Home Zones'/or 'Streets for People' in new developments, which recognize that residential streets have multi-function uses for pedestrians, cyclists and vehicles - in that priority order. The noise maps will be used to identify and classify the priority areas and streets.
- To reduce/avoid traffic by decentralising amenities into local areas.
- To interposing less sensitive uses between noise sources and sensitive uses.

Where noise barriers are provided at the boundaries of large developments, access routes must be provided to allow for the ongoing maintenance of the barriers.

8.2.9.3 Environmental Impact Assessment

For some developments the Planning Authority may require the submission of an Environmental Impact Statement (EIS) in accordance with the provisions of Part 10 of the Planning and Development Regulations 2001, as amended. This is to facilitate the assessment of proposals likely to have a significant effect on the environment.

The Planning Regulations specify mandatory thresholds above which Environmental Impact Statements are required (e.g. in relation to proposals involving the construction of more than 500 dwellings or sites greater than 2 hectares in commercial areas).

To ensure the monitoring and control of EIA sub-threshold development within the County, the document 'Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding sub-threshold development' (2003), will be referred to.

Where it appears to the Planning Authority that a development proposal would be likely to have significant effects on the environment a 'sub-threshold/discretionary EIS' can be requested by notice in writing. On sites of conservation sensitivity listed in Article 103(2) of the Regulations there is an obligation to formally consider whether the development is likely to have a significant effect on the environment of the site, area or land.

Flood risk may constitute a significant environmental effect of a development proposal that in certain circumstances may trigger a sub-threshold EIS. Flood Risk Assessment should therefore be an integral part of any EIA undertaken for projects.

8.2.9.4 Appropriate Assessment

Under Article 6 of the Habitats Directive there is a requirement to establish whether, in relation to plans and projects, Appropriate Assessment (AA) is required. If, following screening, it is considered that AA is required, then the proponent of the plan or project must prepare a Natura Impact Statement. A plan or project will only be authorised after the competent authority has ascertained, based on scientific evidence, Screening for Appropriate Assessment, and a Stage 2 Appropriate Assessment where necessary, that:

- The plan or project will not give rise to significant adverse direct, indirect or secondary effects on the integrity of any Natura site (either individually or in combination with other plans or projects); or
- The plan or project will have significant adverse effects on the integrity of any Natura site (that does not host a priority natural habitat type/ and or a priority species) but there are no alternative solutions and the plan or project must nevertheless be carried out for imperative reasons of overriding public interest, including those of a social or economic nature. In this case, it will be a requirement to follow procedures set out in legislation and agree and undertake all compensatory measures necessary to ensure the protection of the overall coherence of Natura 2000; or
- The plan or project will have a significant adverse effect on the integrity of any Natura site (that hosts a natural habitat type and/or a priority species) but there are no alternative solutions and the plan or project must nevertheless be carried out for imperative reasons for overriding public interest, restricted to reasons of human health or public safety, to beneficial consequences of primary importance for the environment or, further to an opinion from the Commission, to other imperative reasons of overriding public interest. In this case, it will be a requirement to follow procedures set out in legislation and agree and undertake all compensatory measures necessary to ensure the protection of the overall coherence of Natura 2000.

8.2.9.5 Hours of Construction

In the absence of a Construction Management Plan approved by the Planning Authority hours of construction shall be as follows:

- Site development and building works shall be restricted to 8.00am to 7.00pm Monday to Friday and 8.00am to 2.00pm Saturdays. Deviations from these times will only be allowed in exceptional circumstances and should be sought at the time of making a planning application.
- No works shall take place on site on Sundays or Bank Holidays.



- No activity, which would reasonably be expected to cause annoyance to residents in the vicinity, taking place on site between the hours of 7.00pm to 8.00am.
- No deliveries of materials, plant or machinery taking place before 8.00am in the morning or after 7.00pm in the evening.

8.2.9.6 Light Pollution

Lighting columns and other fixtures can have a significant effect on the appearance of buildings and the environment and where proposals for new lighting require planning permission, the Planning Authority will ensure that they are carefully and sensitively designed. Lighting fixtures should provide only the amount of light necessary for the task in hand and shield the light given out in order to avoid creating glare or emitting light above a horizontal plane. (Refer also to Section 8.2.4.4 and Section 5.1.3.2) For further guidance refer to the Institution of Lighting Professions (ILP) 'Guidance Notes for the Reduction of Obtrusive Light'.

8.2.9.7 New Developments—Environmental Impacts

The Development Management Thresholds Information Document (Appendix 10), a tool to assist in the preparation of Planning Applications, identifies thresholds for both residential and commercial development and outlines the package of environmental information that will be required as an integral part of a planning application.

Applications for developments of 10+ residential units or <500sq.m. commercial shall:

- Identify facilities for wheeled bin collection and litter collection points.
- Provide a Waste Management Plan.

Applications for developments of 20+ residential units or ≥500sq.m. commercial shall:

- Include a Stormwater Impact Assessment that incorporates Stormwater Audits in accordance

with the Council's 'Stormwater Management Plan Guidance Document'.

- Submit, prior to commencement of development, details of a Sediment and Water Pollution Control Plan in relation to the construction phase of such developments.

Applications for developments of 50+ residential units or ≥1000sq.m. commercial shall:

- Make provision for composting and recycling.
- Incorporate where appropriate local 'Bring Centres' for recyclable materials into development layouts.
- Include an assessment of the impacts of climate change on their development and make provision for these impacts - particularly relating to drainage design.
- Be designed and constructed in accordance with the provisions of the Greater Dublin Strategic Drainage Study policy document titled 'New Development'.
- Applications for developments with a roof area > 300sq.m. shall make use of 'Green Roofs' (and/or living walls) in accordance with Dún Laoghaire-Rathdown County Council's 'Green Roofs Guidance Document' (2014).

All developments shall incorporate:

- An integrated approach to waste management – to include wastes generated during the construction phase of development as well as the operation and maintenance phases – having particular regard to 'Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects' (2006).
- Designs and layouts for basements and underground car parks that do not result in any potential for them to flood from within or without with particular emphasis on venting arrangements and access ramps.
- Sustainable Drainage Systems (SuDS) that balances the impact of urban drainage through the achievement of control of run-off quantity and quality and enhances amenity and habitat. The requirements of the UK's Construction Industry Research and Information Association (CIRIA) 'SuDS Manual' shall be followed unless specifically exempted by the Planning Authority.
- Waste storage facilities that are suitably located and designed and shall meet accessibility requirements in accordance with Part M of the Building Regulations.
- Waste storage facilities that can be easily accessed by waste collection providers and not located in areas where they cannot be serviced i.e. where height restrictions may pose difficulties for service vehicles.

- Commercial waste storage areas/bins that are securely locked and allocated on a tenant by tenant basis to avoid contamination.
- Access to private waste storage areas should be restricted to private resident use only.

The Planning Authority will:

- Not permit culverting of streams unless considered absolutely necessary by the Council's Water Services Section.
- Encourage the opening up of existing culverts where practicable (in accordance with the recommendations of the GSDSDS).
- Require in developments adjacent to watercourses, that any structure be set back a minimum distance of 10 metres from the top of the bank to allow access for channel cleaning and maintenance, unless otherwise agreed with the Planning Authority.
- Only permit development when satisfied that the requirements of 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (DoEHLG 2009) have been complied with.
- Only permit development when satisfied that new and existing developments are not exposed to increased risk of flooding and that any loss of flood storage is compensated for elsewhere in the river

catchment. Where required, a site specific Flood Risk Assessment and Management Plan shall be prepared for the site. This shall be carried out by a firm of Civil Engineers with significant experience in flood modelling and mapping.

- When considering planning applications which include significant hard surfacing, attach conditions which seek to minimise and limit the extent of hard surfacing and paving as well as requiring the use of sustainable drainage techniques, including in particular permeable paving or surfaces such as gravel or slate chippings. The aim generally being to reduce run-off rates and flow volumes from parking areas as well as access roads. For all developments where existing grass or planted areas are being removed to install hard surfacing (for parking or other uses), compensatory soft surfacing shall be provided or a reinforced grass area used instead of a hard surface.
- Ensure that the ongoing development of the County is undertaken in such a way in order not to compromise the quality of surface water (and associated habitats and species) and groundwater. Developments shall not give rise to the pollution of ground or surface waters both during construction and subsequent operation. This shall be achieved through the adherence to best practice in the design, installation and management of systems for the interception, collection and appropriate



Shanganagh Waste Water Treatment Plant

disposal or treatment of all surface water and effluents.

- Where brownfield redevelopment is proposed, require adequate and appropriate investigations to be carried out into the nature and extent of any soil and groundwater contamination and the risks associated with site development work.

8.2.9.8 Landfill Sites and Refuse Transfer Stations

In considering planning applications for privately operated landfill sites the Council will have regard to the provisions of the appropriate European Council Directives together with appropriate national legislation and regulations in respect of disposal of waste and disposal of toxic and dangerous waste. The Irish Aviation Authority will be consulted regarding potential interference to aviation through bird hazard in relation to such facilities. Where permission is granted, stringent conditions will be imposed in the interest of health, safety and preservation of amenities.

A refuse transfer station will only be permitted where it does not materially detract from the relevant Land Use Zoning Objective and is at a scale appropriate to its surrounding environment and adjoining amenities.

8.2.9.9 Telecommunications Antennae and Structures

In the consideration of proposals for telecommunications antennae and support structures, applicants will be required to demonstrate:

- Compliance with the Planning Guidelines for 'Telecommunications Antennae and Support Structures' (1996) and Circular Letter PL 07/12 issued by the Department of the Environment and Local Government (as may be amended from time to time), and to other publications and material as may be relevant in the circumstances.
- On a map the location of all existing telecommunications structures within a 1km radius of the proposed site, stating reasons why (if not proposed) it is not feasible to share existing facilities having regard to the 'Code of Practice on Sharing of Radio Sites' issued by the Commission for Communications Regulation.
- To what degree the proposal will impact on the amenities of occupiers of nearby properties, or the amenities of the area - e.g. visual impacts of masts and associated equipment cabinets, security fencing treatment etc. – and the potential for mitigating visual impacts including low and mid-level landscape screening, tree-type masts being provided where appropriate, colouring or painting of masts and antennae, and considered access arrangements.

- That the beam of greatest intensity from a base station does not fall on any part of school grounds or buildings without agreement from the school and parents. Where an operator submits an application, alteration or replacement of a mobile phone base station, whether at or near a school or college, the operator must provide evidence that they have consulted with the relevant body of the school or college.

- A statement from operators of compliance with the Guidelines of the 'International Commission on Non-Ionising Radiation Protection (ICNIRP)' published in 1998 and any amending Guidelines, in order to reduce genuine public health and safety concerns.

- Any impacts on rights-of-way and walking.

Note: In circumstances where telecommunications antennae and structure(s) have the potential to adversely impact on the visual amenities of an area or on the existing building/structure, the Planning Authority would not normally grant permission. In cases where there is likely to be a visual impact, the applicant shall be required to submit a visual impact assessment.

8.2.9.10 Development and Overhead Power Lines

In determining applications proximate to overhead power lines the Planning Authority will have regard to the clearance distances as recommended by the Electricity Supply Board (ESB) and other service providers:

- For development in proximity to a 10kv or a 38kv overhead line, no specific clearance is required.
- With regard to development adjacent to an 110kv overhead line, a clearance distance of 20 metres either side of the centre line or 23 metres around a pylon is recommended.
- For a 220kv overhead line, a clearance distance of 30 metres either side of the centre line or around a pylon is required.

8.2.9.11 Drainage and Water Supply

All planning applications submitted shall clearly show proposed water supply arrangements and surface and waste water drainage proposals having due regard to SuDS (Refer also to Section 5.1.1.8).

8.2.10 Climate Change Adaptation and Energy

8.2.10.1 Renewable Energy and Energy Upgrade

The Planning Authority notes that under current planning legislation SI No 83 of 2007 and SI No. 235 of 2008 (Domestic and Non-Domestic respectively) inclusion of certain renewable technology is considered exempt development. For all other development the Planning Authority will respond to planning applications for renewable energy developments on a case-by-case basis. They will be considered in the context of current Government policy on the subject but will take into account other, often competing, Council policies on land usage relating to sectors such as agriculture, tourism and outdoor recreational activities, the protection of the scenic areas of the County, sensitive ecological sites, and any relevant guidelines issued from time-to-time by the Department of the Environment, Community and Local Government.

When assessing planning applications for wind energy developments the Planning Authority will have regard to the 'Wind Energy Development Guidelines for Planning Authorities' (2006), published by the Department of the Environment, Heritage and Local Government. Criteria for wind energy development that the Planning Authority requires to take into account when considering any wind energy or related proposals include:

- Sensitivity of the landscape and adjoining landscapes to wind energy projects.

- Scale, size and layout of the project, any cumulative effects due to other projects and the degree to which impacts are highly visible over vast areas.
- Visual impact on protected views and prospects, and designated scenic landscapes as well as local visual impacts.
- Impact on nature conservation, archaeology and historic structures, public rights of way and walking routes.
- Local environmental impacts including noise, shadow flicker.
- The visual and environmental impacts of associated development such as access roads, plant, grid connections etc.
- Compliance with the Habitats Directive.

The Planning Authority may also require an Environmental Impact Statement to be carried out as part of any planning application for large-scale commercial wind turbine schemes.

The findings of the Wind Energy Strategy in relation to their being no practical potential for economic on-shore wind farm development in the County should be noted by any applicant. (Refer also to Appendix 6).

8.2.10.2 Wind Energy

When assessing planning applications for wind energy developments the Planning Authority will have regard to the 'Wind Energy Development Guidelines for Planning Authorities' (2006), published by the DoEHLG, and the 2013 proposed revisions to the Wind Energy Development Guidelines. The Planning Authority will also have regard to the Wind Energy Strategy in Appendix 6 of this County Plan. This Strategy has analysed suitable area for wind energy in the County and it concludes by recommending there are no areas in the County where large scale commercial wind



Solar Panels

energy infrastructure should be either ‘acceptable in principle’ or ‘open to consideration’.

However the Council remains supportive of off-shore wind energy development and small-scale wind energy developments within urban and industrial areas.

8.2.10.3 Energy Efficiency and Climate Change Adaptation

Design statements which are submitted as part of planning applications for larger/more complex development proposals (comprising of 30+ residential units or 1,000sq.m+ commercial) should include a section in relation to Climate Change adaptation measures thus ensuring that the development is equipped for challenges anticipated from a changing climate. For residential development regard should be had to Criteria 9 of the DoEHLG, ‘Urban Design Manual, A Best Practice Guide’ (2009) which relates to adaptability.

The Planning Authority will require all applications to meet the highest standards of sustainable design and construction and conform in full with the sustainable energy policies outlined in Section 5.2 - ‘Climate Change, Energy Efficiency and Flooding’. Developments which include major refurbishment or change of use, may be required to submit an Energy Statement with the planning application addressing how demolition, construction and long-term management of the development will be catered for and how energy considerations have been inherently addressed in the development. This will be dealt with on a case-by-case basis through the pre-planning process.

Energy Statements submitted should be in accordance with Article 8.o ‘Operation’ of IS 399 ‘Energy Efficient Design management’ developed by ‘Sustainable Energy Authority of Ireland’ (SEAI) in conjunction with the ‘National Standards Authority of Ireland’ (NSAI). The author of the energy report should be appropriately qualified or competent to undertake the assessment. Other approved certification methods such as BREAM, LEED, PHPP or equivalent standards will be deemed as acceptable in lieu of IS 399 2014. Where possible, building materials with low embodied carbon should be used.

8.2.10.4 Flood Risk Management

In 2009 the Department of the Environment, Heritage and Local Government issued ‘The Planning System and Flood Risk Management’ Guidelines for Planning Authorities. Regard shall be had to these guidelines and DoECLG Circular Pl2/2014 during the preparation of planning applications.

The Flood Zone maps accompanying this Plan should be consulted at pre-planning stage and/or prior to lodgement of planning applications.

(i) Applications for Minor Development in Areas at Risk of Flooding

Minor developments will include small-scale infill, small extensions to houses or the rebuilding of houses, and most changes of use of existing buildings and or extensions and additions to existing commercial and industrial enterprises. The sequential approach and justification test will not apply in these instances. However, an assessment of the risks of flooding should accompany such applications to demonstrate that they would not have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities. The design of built elements in these applications should demonstrate principles of flood resilient design (Refer also to Section 4 - Designing for Residual Flood Risk of the Technical appendices to the DoECLG Flooding Guidelines).

Checklist of what is required for Minor Developments in Areas at Risk of Flooding:

- Consideration of minor works classification (See Section 4.6 of Appendix 13:SFRA)
- Assessment of flood risk carried out by an appropriately qualified Engineer with relevant FRA experience (as deemed acceptable by the Planning Authority).
- Flood resilient design.
- Access, egress and emergency plans must be in place, which are appropriate to the vulnerability of the development and its occupiers, the intensity of use and the level of flood risk.

(ii) Applications for Larger Developments in Areas at Risk of Flooding

Applications for larger developments on lands at risk of flooding in the built-up area will require a FRA to be carried out by an appropriately qualified Chartered Engineer as outlined in the Guidelines. The FRA should be suitably detailed to quantify the risks and the effects of any residual mitigation/adaptation together with the measures needed to manage residual risks.

Any FRA should include an assessment of the potential impacts of climate change, such as an increase in the extent or probability of flooding, and any associated measures necessary to address these impacts.

The planning application should also include the Development Management Justification Test carried out in accordance with Box 5.1 in the Flooding Guidelines.

All parties involved in the making of a planning application should consult the CFRAM maps and the Flood Zone maps accompanying this Plan at pre-planning stage to ascertain whether FRA is required.

All larger developments in areas at risk of flooding as identified on the CFRAM maps shall be designed using flood resilient construction measures. A statement shall be submitted with each FRA to show how it is intended to comply with the above.



All new development shall comply with the standards as set out in the Greater Dublin Strategic Development Study (GSDSDS).

All new planning applications shall be accompanied by a surface water drainage plan which will include proposals for the management of surface water within sites, protecting the water quality of the existing water bodies and groundwater sources, and retrofitting best practice SuDs techniques on existing sites, where possible.

Checklist for Applications for Larger Developments in Areas at Risk of Flooding:

- Development Management 'Justification Test' has been passed.
- FRA in accordance with the Dún Laoghaire-Rathdown Strategic Flood Risk Assessment (SFRA) (Appendix 13) and the 'Planning System and Flood Risk Management Guidelines', to be carried out by an appropriately qualified Engineer with relevant FRA experience (as deemed acceptable by the Planning Authority).
- Flood resilient design and statement to be submitted.
- Compliance with GSDSDS and inclusion of SuDs.
- Assessment of the potential impacts of Climate Change and the adaptive capacity of the development.
- Access, egress and emergency plans must be in place, which are appropriate to the vulnerability of the development and its occupiers, the intensity of use and the level of flood risk.

applications in the areas identified within the strategy as being at risk from erosion and/or coastal flooding.

Where possible, the landward migration of coastal features, such as cliffs and marshes, shall be facilitated as these features form an integral part of the coastal system – both physically and ecologically – and provide protection against wave energy through dissipation.

(ii) Water Sports and Development

The Planning Authority will normally only permit proposals for development associated with water sports where all the following criteria are satisfied:

- Proposed facilities are fully compatible with any existing use of water, including non-recreational use.
- Will not result in damage to sites of nature conservation importance or features of archaeological and built heritage.
- Can be satisfactorily integrated into its seascape, landscape or townscape surroundings.
- Will not have an unacceptable impact on visual amenity especially in Areas of Special Amenity, or other locally important scenic areas.
- Will not result in over intensification of use leading to pollution, excessive noise and nuisance.
- Will not unduly restrict access to the water.
- Development complies with the Habitats Directive.

Development on the foreshore which is connected to the land, and development within the newly defined nearshore area, other than those that are strategic infrastructure, or requiring EIA or AA, will require planning permission, as detailed in the Maritime Area and Foreshore (Amendment) Bill 2013.

8.2.10.5 Coastal Issues - Erosion/Flooding/ Recreation

(i) Erosion and Flooding

The Planning Authority will refer to the Coastal Defence Strategy in the assessment of planning

8.2.11 Archaeological and Architectural Heritage

8.2.11.1 Archaeological Heritage

All development proposals that may (due to their location, size, or nature) have implications for archaeological heritage shall be accompanied by an Archaeological Impact Assessment and Method Statement. This assessment will require to:

- Clarify the significance of the site - in accordance with Section 3.6 of the Government's 'Framework and Principles for the Protection of the Archaeological Heritage'.
- Define the buffer area or area contiguous with the monument which will preserve the setting and visual amenity of the site.
- Address measures that will be taken to protect the significance of the site.
- Identify the likely impact of the proposed development on any archaeological fabric and suggested mitigation measures to address these impacts.

Pre-development archaeological testing, surveying, monitoring and recording, where appropriate, shall be carried out and submitted by a qualified archaeologist. In addition to the Government's 'Frameworks and Principles for the Protection of the Archaeological Heritage', regard should be had to the Heritage Council's guidance document 'Archaeology and Development: Guidelines for Good Practice for Developers' (2000).

If a monument included in the Record of Monuments and Places (RMP) lies within the open space requirement of any development, a conservation plan for that monument may be requested as part of the overall landscape plan for that proposed open space.



All planning applications and other development proposals which are in, or might affect, sites and features of historical and archaeological interest, shall be referred to the Minister through the Department of Arts, Heritage and the Gaeltacht and to the Heritage Council. In considering such planning applications, the Planning Authority will have regard to the views and recommendations of the National Monuments Service, Department of Arts, Heritage and the Gaeltacht and other interested bodies.

8.2.11.2 Architectural Heritage - Protected Structures

The inclusion of a structure in the Record of Protected Structures does not prevent a change of use of the structure, and/or development of, and/or extension to, provided that the impact of any proposed development does not negatively affect the character of the Protected Structure and its setting (Refer also to Section 6.1.3).

Any works which materially affect the character of a Protected Structure requires planning permission.

Owners and occupiers proposing to carry out any works to a Protected Structure can seek a declaration under the provisions of Section 57 of the Planning and Development Act, 2000 (as amended). Section 57 declaration sets out the type of works which would or would not materially affect the character of the structure or any element of the structure which contributes to its special interest.

All development proposals potentially impacting on Protected Structures shall have regard to the Department of the Arts, Heritage and the Gaeltacht 'Architectural Heritage Protection Guidelines for Planning Authorities', (2011).

The refurbishment, re-use and, where appropriate, redevelopment of Protected Structures, and their setting, shall not adversely affect the character and special interest of the building.

All planning applications for works to a Protected Structure must include an Architectural Heritage Impact Assessment in accordance with Appendix B of the DoAHG 'Architectural Heritage Protection Guidelines for Planning Authorities' to assist in the assessment of proposals. This report should be prepared by an accredited conservation architect or equivalent (a list of suitably qualified professionals is available on the Irish Georgian Society and RIAI websites). The report should:

- Outline the significance of the building(s).
- Include a detailed survey of the building identifying all surviving original/early features and associated photographic survey.
- Include a method statement and specification of works.



St Paul's Church, Glenageary

- Details of proposed works should be clearly identified on the accompanying survey drawings by way of colour coding and/or annotated notes to distinguish clearly between the existing structure and the proposed work.

The detail required to be submitted will be dependent on the significance of the building and the nature and extent of works proposed. It may be of benefit to discuss specific requirements at pre-planning stage.

(i) Works to a Protected Structure

In assessing works (inclusive of extensions/alterations/change of use etc.) to a Protected Structure, the Planning Authority will seek to ensure that:

- Alterations and interventions to Protected Structures shall be executed to the highest conservation standards, and shall not detract from their significance or value.
- Original features of architectural and historic interest will be retained. Interventions proposed should be minimised in order to retain the legibility of the existing floor plan.
- All works should be carried out to the highest possible standard, under supervision of a qualified professional with specialised conservation expertise. On-site operatives/contractors should have experience dealing with historic buildings.
- Appropriately scaled extensions should complement, and be subsidiary to, the main structure be positioned generally to the rear elevation or less prominent elevation. Full width extensions will not normally be permitted.
- Good conservation practice recommends that extensions should be 'of their time' (i.e. clearly distinguishable from the original) and to a high

standard of design using material that both respect and are complimentary to the existing building.

- External fittings (such as meter boxes, ventilation grilles, security cameras, burglar alarms, cables) should be sited to minimise their visual impact and should not be affixed to the principal elevation. Where this is unavoidable, fixtures and associated fittings should utilise any vertical or horizontal lines, i.e. channelling the wires along rainwater goods and mouldings.
- All planning applications will be referred to the Department of the Arts, Heritage and the Gaeltacht and the prescribed bodies. The Planning Authority will have regard to the advice and recommendations received from the prescribed bodies, both in respect of whether or not to grant planning permission and in respect of the conditions to which permission, if granted, should be subject.
- The special interest of the structure is not compromised when meeting the requirements of Building Regulations. Those that are particularly relevant to works in relation to historic buildings are Part B 'Fire Safety' and Part M 'Access and Use'. Applications for works to meet the requirements of the Building Regulations shall be guided by the principles of minimum intervention to the historic fabric.
- In considering proposals to meet Part M regard should be had to the Department of Art, Heritage and the Gaeltacht advice series 'Access: Improving the Accessibility of Historic Buildings and Places' (2011).
- The retention of original features will be encouraged.

(Refer to Section 8.2.4.9(iv) in relation to car parking/vehicular access arrangements for a Protected Structure).

(ii) Change of Use of a Protected Structure

In most instances the original use for which a structure was built will be the most appropriate. However, in certain cases a change of use may be considered appropriate and may help to safeguard the Protected Structure status of a building.

In assessing a proposed change of usage or the reuse of a redundant building, regard will be had to the compatibility of such use in terms of its impact on the character and special interest of the structure. Any interventions that are necessitated by such works should seek to cause minimum interference with the floor plan and fabric of the building when complying with relevant Building Regulations. All proposed changes of use must comply with the zoning objectives for the site.



(iii) Development in Proximity to a Protected Structure

Any proposed development within the curtilage, attendant grounds or in close proximity to a Protected Structure has the potential to adversely affect its setting and amenity. The overall guiding principle will be an insistence on high quality in both materials and design which both respects and compliments the Protected Structure and its setting. Innovative design in accordance with international best practice is encouraged. Pastiche design should be avoided as it confuses the historical record of the existing building and diminishes its architectural integrity.

The term 'pastiche' is used to describe developments that are imitations of building styles resulting in work that is unoriginal and of little merit. One of the basic principles of conservation is that all interventions to the historic fabric should be handled 'truthfully' to make clear what is 'original', and what has changed in order to avoid producing a parody or facsimile of the past or pretending that something is what it is not (this is in line with International Charters).

All planning applications for development in proximity to a Protected Structure must be accompanied by a design statement, with supporting illustrative material, demonstrating how it has been developed having regard to the built heritage, topography and landscape character of the site. An accredited conservation architect or equivalent should be engaged at the outset of the design process to assist in determining the appropriate siting of the development in order to minimise the impact on the Protected Structure. It may be of benefit to discuss specific requirements at pre-planning stage.

Any proposal for development will be assessed in terms of the following:

- The proximity and potential impact in terms of scale, height, massing and alignment on the Protected Structure, to ensure that harmony produced by particular grouping of buildings and the quality of spaces and views between them is not adversely affected.
- The quality and palette of materials and finishes proposed.
- Works to the Protected Structure should take place in tandem with the proposed development to ensure a holistic approach to the site.
- Impact on existing features and important landscape elements including trees, hedgerows and boundary treatments.
- Impact of associated works including street furniture, car parking, hard landscaping finishes, lighting and services.

8.2.11.3 Architectural Conservation Areas

The guiding principle of ACAs is to protect the special external expression of the buildings and the unique qualities of the area to ensure future development is carried out in a manner sympathetic to its distinctive character.

The objective of each ACA is to:

- Identify the special character of the area.
- Set out conservation and planning policies which protect its special character and guide future development.
- Inform owners/occupiers and developers of the type of work(s) that would require planning permission.

The boundary of each ACA is delineated and accompanied by a detailed description of the architectural character and special interest with policies and objectives to assist in the preservation and management of the area. These can be viewed at http://www.dlrcoco.ie/conservation/cons_areas.html.

Owners, occupiers or developers proposing to carry out works within an ACA should be aware that the normal exemptions from seeking planning permission will no longer apply if the Planning Authority considers the works will materially affect the character of the ACA.

In order to preserve and enhance the character of ACAs the Planning Authority seeks to:

- Retain original features including windows, doors, roof coverings, boundary treatments (such as stone walls, hedges and railing) and other features of interest that contribute to the streetscape character.



Pembroke District Dundrum

- Encourage the reinstatement of lost architectural and boundary treatments detailing (where there is physical or documentary evidence) to buildings of interest and townscape value.
- Retain any surviving kerbing/paving and items of street furniture that contributes to the character of the ACA in line with Policy AR15, Section 6.1.4.4.

(i) New Development within an ACA

A sensitive design approach is required for any development proposals in order to respect the established character and urban morphology. Where development is appropriate, contemporary design is encouraged that is complementary and sympathetic to the surrounding context and scale.

All planning applications for development within an ACA shall have regard to the following criteria:

- All developments within an ACA should be site specific and take account of their context without imitating earlier styles. New developments should normally be 'of their time' and to the high standards of design with contemporary design encouraged. 'Pastiche' design should normally be avoided.
- Demolition of structures that contribute to the streetscape character will not normally be permitted. Where demolition is proposed a key consideration is the quality of any replacement structure and whether it enhances/contributes to the ACA.
- Where proposals include modifications and/or alterations or extensions affecting structures within an ACA, these should be designed and sited appropriately and not be detrimental to the character of either the structure or its setting and context within the ACA.
- Where development proposals seek to amalgamate one or more sites, the scheme will be required to demonstrate sensitive planning and design treatment. The onus will be on the applicant to demonstrate that the special character of the ACA will not be adversely affected.
- Works to improve the public realm such as new surfaces, dished pavements, traffic control measures including signage and ramps shall respect and enhance the essential character of the ACA.
- Any new street furniture (such as bins, lighting, signage-poles etc) shall be of a high quality with consideration given to their siting and location. Street furniture should be kept to a minimum and any redundant street furniture removed.

(Refer to Section 8.2.4.9(iv) in relation to car parking/vehicular access arrangements within an ACA.)

8.2.12 Community Support Facilities

8.2.12.1 Childcare

With the growing demand for childcare, there is equal recognition that childcare must be of suitably high quality. Childcare provision has also been recognised as one measure to address poverty and social exclusion. The Planning Authority will seek to facilitate the provision of childcare facilities in appropriate locations throughout the County and may require their provision in large residential, public community, commercial and retail developments in accordance with the provisions of the DoEHLG 'Childcare Facilities Guidelines for Planning Authorities' (2001) and the Child Care (Pre-School Services) (No. 2) Regulations (2006) and Child Care (Pre-School Services) (No 2) (Amendment) Regulations (2006) (Department of Health and Children).

In assessing individual planning applications for childcare facilities the Planning Authority will have regard to the following:

- Suitability of the site for the type and size of facility proposed.
- Adequate sleeping/rest facilities.
- Adequate availability of indoor and outdoor play space.
- Convenience to public transport nodes.
- Safe access and convenient off-street car parking and/or suitable drop-off and collection points for customers and staff.
- Local traffic conditions.
- Number of such facilities in the area. In this regard, the applicant shall submit a map showing locations of childcare facilities within the vicinity of the subject site and demonstrate the need for an additional facility at that location.
- Intended hours of operation.

Applications for childcare facilities in existing residential areas will be treated on their merits, having regard to the likely effect on the amenities of adjoining properties, and compliance with the above criteria.

Detached houses or substantial semi-detached properties are most suitable for the provision of full day care facilities. Properties with childcare should include a residential component within the dwelling, and preferably should be occupied by the operator or a staff member of the childcare facility.

For new residential developments, the most suitable facility for the provision of full day care should be a purpose built, ground floor, stand alone property.



Loughlinstown Swimming Pool

In assessing applications for new childcare facilities, the Planning Authority will consult with the Dún Laoghaire-Rathdown County Childcare Committee to assess the need for the type of facility proposed at the intended location.

(Refer to Section 8.2.4.11 in relation to car parking standards for childcare facilities).

8.2.12.2 Medical Surgeries/Centres for Medical Practitioners

The Planning Authority will distinguish between small-scale medical practices involving one to two principals (i.e. doctor/dentist/physiotherapist owning the business) with a maximum of one to two employees, and larger medical practices accommodating two or more medical practitioners and two or more support staff.

The Planning Authority will consider on their own merits, any applications for the establishment of small-scale medical practices, or the extension/refurbishment of existing small-scale medical practices, in residential areas. Applications should involve professional medical (commercial) activities carried out by the resident of the building or, the premises should incorporate an otherwise occupied living unit. The living accommodation should comprise a minimum of circa 45% of the overall building floor area.

The operation of these premises shall not have negative impacts on the residential amenities of the surrounding area. Parking and access arrangements shall be as per the Transportation Section's requirements, while parking areas shall not dominate the front curtilage of the property in contrast to

adjoining dwellings, and shall be similarly landscaped. Medical practices in residential areas should normally be additions to the existing residential use of a dwelling and be subordinate to it in most cases. Similar to childcare facilities in residential areas – small-scale medical practices should ideally be in larger, and detached houses on their own grounds and with suitable and convenient access for those arriving by car, foot or public transport.

Larger scale and group medical practices should normally only be located in Neighbourhood, District and Major Town Centre zonings. They should not have negative impacts in terms of generating overspill of car parking, traffic hazard, negative impact on adjoining residential uses, and should complement the existing uses and buildings and should have only modest signage.

In the case of veterinary surgeries, full details of all services provided on site shall be submitted including details of overnight facilities (including kennels/staff accommodation) and out of hours services shall be submitted together with noise mitigation measures were appropriate.

8.2.12.3 Community Facilities

As a general principle the location and provision of community facilities is a pre-requisite to the creation and enhancement of viable, enjoyable, sustainable and attractive local communities.

In assessing planning applications for leisure facilities, sports grounds, playing fields, play areas, community halls, organisational meeting facilities, medical facilities, childcare facilities, new school provision and

other community orientated developments, regard will be had to the following:

- Overall need in terms of necessity, deficiency, and opportunity to enhance or develop local or County facilities.
- Practicalities of site in terms of site location relating to uses, impact on local amenities, desirability, and accessibility.
- Conformity with the requirements of appropriate legislative guidelines.
- Conformity with land use zoning objectives.

8.2.12.4 School Development

The Planning Authority will consider school developments having regard to specific requirements of the Department of Education and Skills and guidance set out within 'The Provision of Schools and the Planning System, A Code of Practice for Planning Authorities, the Department of Education and Science, and the Department of the Environment, Heritage and Local Government, 2008'.

In general, new Schools shall be developed in areas where new/additional schools are required as identified by the DES and/or within existing school/education sites.

In assessing individual planning applications for new schools and/or redevelopment/extensions of existing schools, the Planning Authority will have regard to the following:

- Overall need in terms of necessity, deficiency, and opportunity to enhance or develop schools.
- Site location, proximity of school to catchment area, size of site relative to outdoor space requirements and the future needs of the school (i.e sufficient space provided for future expansion).
- Traffic and transport impact on the surrounding road network.
- Good, safe accessible pedestrian and cyclist routes to and from the school from nearby residential and commercial areas.
- Adequate cycle facilities in accordance with the requirements in the Council Cycle Policy Guidelines and Standards.
- Safe access and adequate car parking layout to facilitate drop off/pick up.
- Adequate signage, lighting and boundary treatments.
- Impact on local amenities and out of school hours uses/dual functioning of school facilities.
- Conformity with the requirements of appropriate legislative guidelines.
- Conformity with land use zoning objectives.
- In all cases, a School Travel Plan shall be submitted with an application for any school development, requirements of which should be ascertained at pre-planning stage.
- Temporary classrooms will be assessed on a case-by-case basis and will generally be accepted for a period not exceeding five years and such classrooms should not interfere with onsite car/cycle parking spaces or unduly impact the usability of outdoor play/sports facilities.
- Extensions to schools will generally be accepted where they will replace existing temporary classroom structures on site. School extensions should be located having regard to adjoining amenities and amenities within the school site.
- Dual function of sports facilities/halls etc outside of school hours will be encouraged where the use of such facilities will be of a benefit to the wider community, however any outside hours usage of the school should not be to the detriment of adjoining residential amenities. Full details of all anticipated uses outside of school hours should be provided with the planning application.



8.3 Land Use Zoning Objectives

8.3.1 Purpose of Use Zoning Objectives

The purpose of land use zoning is to indicate the planning control objectives of the Council for all lands in its administrative area. Eighteen such zones are indicated in this Plan. They are identified by letter and colour on the Development Plan Maps. The land use zones used and the various objectives for these areas are detailed in Table Nos. 8.3.1 to 8.3.19. An objective is also outlined for the Cherrywood Strategic Development Zone.

Table Nos. 8.3.2 to 8.3.19 inclusive are intended as guidelines in assessing development proposals. However, they relate only to land use. Factors such as making the most efficient use of land, density, height, massing, traffic generation, public health regulations, design criteria, visual amenity and potential nuisance by way of noise, odour or air pollution are also of importance in establishing whether or not a development proposal conforms to the proper planning and sustainable development of an area. General guidelines are set out in subsequent paragraphs of this part of the Written Statement.

Table Nos. 8.3.2 to 8.3.19 list the land use activities most commonly encountered in the County and each is defined in Section 8.3.12 at the end of this chapter. They are intended as a general guideline and the uses listed are not exhaustive.

8.3.2 Transitional Zonal Areas

The maps of the County Development Plan show the boundaries between zones. While the zoning objectives and development management standards indicate the different uses and densities, etc. permitted in each zone, it is important to avoid abrupt transitions in scale and use in the boundary areas of adjoining land use zones. In dealing with development proposals in these contiguous transitional zonal areas, it is necessary to avoid developments which would be detrimental to the amenities of the more environmentally sensitive zone. For instance, in zones abutting 'residential areas' or abutting residential development within mixed-use zones, particular attention must be paid to the use, scale and density of development proposals in order to protect the amenities of these residential properties.

8.3.3 Permitted In Principle

Land uses designated under each zoning objective as 'Permitted in Principle' are, subject to compliance with the relevant policies, standards and requirements set out in this Plan, generally acceptable.

8.3.4 Open For Consideration

Uses shown as 'Open for Consideration' are uses which may be permitted where the Planning Authority is satisfied that the proposed development would be compatible with the overall policies and objectives for the zone, would not have undesirable effects, and would otherwise be consistent with the proper planning and sustainable development of the area.

8.3.5 Not Permitted

Uses which are not indicated as 'Permitted in Principle' or 'Open for Consideration' will not be permitted.

8.3.6 Conditioned Open Space

Irrespective of zoning, if land is conditioned open space, no development shall be permitted, except where it enhances the recreational amenity of the area.

8.3.7 Other Uses

Other Uses not specifically mentioned throughout the Use Tables will be considered on a case-by-case basis in relation to the general policies of the Plan and to the zoning objectives for the area in question.

8.3.8 Non-Conforming Uses

Throughout the County there are uses which do not conform to the zoning objective for the area. All such uses, where legally established (the appointed day being 1 October 1964) or were in existence longer than 7 years, shall not be subject to proceedings under the Act in respect of continuing use. When extensions to, or improvements of, premises accommodating such uses are proposed, each shall be considered on their merits, and permission may be granted where the proposed development does not adversely affect the amenities of premises in the vicinity and does not prejudice the proper planning and sustainable development of the area.

- Portion fronting the N11 – Land Use Zoning Objective A - To protect and/or improve residential amenity.
- Area to south of the M50 and north of Bridesglen Stream – Land Use Zoning Objective G – To protect and improve high amenity areas.
- Area to the south of the M50 from the Bridesglen Stream to the Ballycorus Road – Land Use Zoning Objective B- To protect and improve rural amenity and to provide for the development of agriculture.

8.3.9 Sandyford Urban Framework Plan (SUFPP)

The Sandyford Urban Framework Plan was adopted by way of a variation to the County Development Plan 2010 – 2016 in September 2011. The Plan was prepared in response to the fact that development in Sandyford had occurred at an unprecedented pace and in a piecemeal fashion (Refer also to section 1.3.5.2 and Appendix 15).

Within the Sandyford Business District there are uses that do not conform to the Zoning Objectives of the area. The Council will support the expansion and/or improvement of existing non conforming uses that are not considered likely to impact negatively on the development potential of adjoining sites in accordance with the policies and objectives as set out in the Sandyford Urban Framework Plan (SUFPP).

8.3.11 Appropriate Assessment.

The Council will ensure that any plan/project and any associated works, individually or in combination with other plans or projects, are subject to Appropriate Assessment Screening to ensure there are no likely significant effects on the integrity (defined by the structure and function) of any Natura 2000 site(s) and that the requirements of Article 6(3) and 6(4) of the EU Habitats Directive are fully satisfied. Where a plan/project is likely to have a significant effect on a Natura 2000 site or there is uncertainty with regard to effects, it shall be subject to Appropriate Assessment. The plan/project will proceed only after it has been ascertained that it will not adversely affect the integrity of the site or where, in the absence of alternative solutions, the plan/project is deemed imperative for reasons of overriding public interest, all in accordance with the provisions of Article 6(3) and 6(4) of the EU Habitats Directive.'

8.3.10 Cherrywood SDZ Planning Scheme

Cherrywood SDZ Planning Scheme was approved by An Bord Pleanála in April 2014.

Within the Planning Scheme boundary there are lands that do not have a defined land use objective shown on Map 2.1 of the Scheme. These lands are included in the Scheme to provide necessary infrastructure to serve the area. Following on from the provision of this necessary infrastructure the remainder of these undefined lands as identified in the Planning Scheme are zoned as follows;

Table 8.3.1: Development Plan Zoning Objectives

Zone	Objective
A	To protect and/or improve residential amenity.
A1	To provide for new residential communities in accordance with approved Local Area Plans.
A2	To provide for the creation of sustainable residential neighbourhoods and preserve and protect residential amenity (applies to SUFP area only)
B	To protect and improve rural amenity and to provide for the development of agriculture.
NC	To protect, provide for and/or improve mixed-use neighbourhood centre facilities.
DC	To protect, provide for and/or improve mixed-use district centre facilities.
MTC	To protect, provide for and/or improve major town centre facilities.
E	To provide for economic development and employment.
F	To preserve and provide for open space with ancillary active recreational amenities.
G	To protect and improve high amenity areas.
GB	To protect and enhance the open nature of lands between urban areas.
TLI	To facilitate, support and enhance the development of third level education institutions.
LIW	To improve and provide for low density warehousing/light industrial warehousing uses (applies to SUFP area only).
MH	To improve, encourage and facilitate the provision and expansion of medical hospital uses and services.
MIC	To consolidate and complete the development of the mixed use inner core to enhance and reinforce sustainable development (applies to SUFP area only).
MOC	To provide for a mix of uses which complements the mixed use inner core, but with less retail and residential and more emphasis on employment and services (applies to SUFP area only).
OE	To provide for office and enterprise development (applies to SUFP area only).
W	To provide for waterfront development and harbour related uses.
SDZ	Refer to Planning Scheme for Details (Strategic Development Zone).

Table 8.3.2
ZONING OBJECTIVE 'A'
'To protect and/or improve residential amenity'.
Permitted in Principle
Assisted Living Accommodation, Open Space, Public Services, Residential, Residential Institution, Travellers Accommodation.
Open For Consideration
Allotments, Bring Banks/Bring Centres, Carpark, Caravan Park-Holiday, Caravan Park-Residential, Cemetery, Community Facility, Childcare Service, Cultural Use, Doctor/Dentist etc., Education, Embassy, Enterprise Centre, Funeral Home, Garden Centre/Plant Nursery, Guest House, Health Centre / Healthcare Facility, Home Based Economic Activities, Hotel/Motel, Household Fuel Depot, Industry-Light, Part Off-License, Office Based Industry ^a , Offices less than 200sq.m. ^b , Petrol Station, Place of Public Worship, Public House, Restaurant, Service Garage, Shop Neighbourhood, Sports Facility, Tea Room/Café, Veterinary Surgery.
a: less than 200sq.m.
b: Where the use will not have adverse effects on the 'A' zoning objective, 'to protect and/or improve residential amenity'.

Table 8.3.3
ZONING OBJECTIVE 'A1'
'To provide for new residential communities in accordance with approved local area plans'.
Permitted In Principle
Assisted Living Accommodation, Carpark, Caravan Park-Residential, Community Facility, Craft Centre/ Craft Shop, Childcare Service, Cultural Use, Doctor/ Dentist etc., Education, Embassy, Enterprise Centre, Funeral Home, Garden Centre/Plant Nursery, Guest House, Health Centre / Healthcare Facility, Industry-Light, Off-License, Offices less than 600sq.m, Open Space, Petrol Station, Place of Public Worship, Public House, Public Services, Residential, Residential Institution, Restaurant, Service Garage, Shop-Specialist, Shop-Neighbourhood, Shop District, Sports Facility, Tea Room/Café, Travellers Accommodation, Veterinary Surgery.
Open For Consideration
Allotments, Advertisement and Advertising Structures, Agricultural Buildings, Betting Office, Caravan Park-Holiday, Cash and Carry/Wholesale Outlet, Cemetery, Heavy Vehicle Park, Home Based Economic Activities, Hospital, Hotel/ Motel, Household Fuel Depot, Industry-General, Motor Sales Outlet, Nightclub, Office Based Industry, Offices, Refuse Transfer Station, Rural Industry-Cottage, Rural Industry-Food, Science and Technology Based Industry, Shop-Major Convenience.



Table 8.3.4**Zoning Objective 'A2' (applies to Sandyford Urban Framework Plan area only)**

'To provide for the creation of sustainable residential neighbourhoods, and preserve and protect residential amenity'.

Permitted in Principle

Assisted Living Accommodation, Open Space, Public Services, Residential, Residential Institution, Community Facility, Childcare Service.

Open For Consideration

Bring Banks/Bring Centres, Carpark (ancillary), Cultural use, Doctor/Dentist etc., Home Based Economic Activities.

Table 8.3.5**ZONING OBJECTIVE 'B'**

'To protect and improve rural amenity and to provide for the development of agriculture'.

Permitted In Principle

Allotments, Agricultural Buildings, Boarding Kennels, Caravan Park-Holiday, Cemetery, Community Facility, Concrete/Asphalt (etc.) Plant in or adjacent to a Quarry, Home Based Economic Activities, Industry-Extractive, Open Space, Place of Public Worship, Public Services, Rural Industry-Cottage, Rural Industry-Food, Travellers Accommodation.

Open For Consideration

Abattoir, Carpark, Craft Centre/Craft Shop, Childcare Service, Cultural Use, Doctor/Dentist etc., Education, Enterprise Centre, Garden Centre/Plant Nursery, Guest House^d, Heavy Vehicle Park, Hospital, Hotel/Motel, Refuse Landfill/Tip, Refuse Transfer Station, Residential^c, Restaurant^d, Science and Technology Based Industry, Shop-Neighbourhood, Sports Facility, Tea Room/Café, Transport Depot, Veterinary Surgery.

c: In accordance with Council policy for residential development in rural areas.

d: In existing premises.

Table 8.3.6
ZONING OBJECTIVE 'NC'
'To protect, provide for and/or improve mixed-use neighbourhood centre facilities'.
Permitted In Principle
Advertisements and Advertising Structures, Assisted Living Accommodation, Betting Office, Carpark, Community Facility, Craft Centre/Craft Shop, Childcare Service, Cultural Use, Doctor/ Dentist etc., Education, Embassy, Enterprise Centre, Funeral Home, Garden Centre/Plant Nursery, Guest House, Health Centre / Healthcare Facility, Offices less than 300 sq.m., Open Space, Petrol Station, Public House, Public Services, Residential, Residential Institution, Restaurant, Service Garage, Shop-Neighbourhood, Sports Facility, Tea Room/ Café, Veterinary Surgery.
Open For Consideration
Cash and Carry/Wholesale Outlet, Home Based Economic Activities, Hotel/Motel, Household Fuel Depot, Motor Sales Outlet, Nightclub, Off-License, Office Based Industry, Offices less than 600sq.m., Place of Public Worship, Shop-Specialist, Shop District, Travellers Accommodation.

Table 8.3.7
ZONING OBJECTIVE 'DC'
'To protect, provide for and/or improve mixed-use district centre facilities'.
Permitted In Principle
Advertisements and Advertising Structures, Assisted Living Accommodation, Betting Office, Carpark, Community Facility, Craft Centre/Craft Shop, Childcare Service, Cultural Use, Doctor/ Dentist etc., Education, Enterprise Centre, Funeral Home, Garden Centre/Plant Nursery, Guest House, Health Centre / Healthcare Facility, Home Based Economic Activities, Hospital, Hotel/Motel, Household Fuel Depot, Industry-Light, Leisure Facility, Motor Sales Outlet, Nightclub, Off-License, Office Based Industry, Offices less than 1000sq.m., Open Space, Petrol Station, Public House, Place of Public Worship, Public Services, Residential, Residential Institution, Restaurant, Service Garage, Shop-Major Convenience, Shop-Specialist, Shop-Neighbourhood, Shop-District, Sports Facility, Tea Room/Café, Veterinary Surgery.
Open For Consideration
Cash and Carry/Wholesale Outlet, Industry-General, Offices over 1,000 sq.m., Refuse Transfer Station, Shop-Major Comparison, Science and Technology Based Industry, Transport Depot, Travellers Accommodation, Warehousing.



Table 8.3.8**ZONING OBJECTIVE 'MTC'**

'To protect, provide for and/or improve major town centre facilities'.

Permitted In Principle

Advertisements and Advertising Structures, Assisted Living Accommodation, Betting Office, Carpark, Cash and Carry/Wholesale Outlet, Craft Centre/Craft Shop, Community Facility, Childcare Service, Cultural Use, Doctor/Dentist etc., Education, Embassy, Enterprise Centre, Funeral Home, Garden Centre/Plant Nursery, Guest House, Health Centre / Healthcare Facility, Home Based Economic Activities, Hospital, Hotel/Motel, Industry-Light, Leisure Facility, Nightclub, Off-License, Office Based Industry, Offices, Open Space, Petrol Station, Place of Public Worship, Public House, Public Services, Residential, Residential Institution, Restaurant, Service Garage, Shop-Specialist, Shop-Neighbourhood, Shop-District, Shop-Major Convenience, Shop-Major Comparison, Sports Facility, Tea Room/Café, Veterinary Surgery.

Open For Consideration

Heavy Vehicle Park, Household Fuel Depot, Industry-General, Motor Sales Outlet, Refuse Transfer Station, Retail Warehouse, Science and Technology Based Industry, Transport Depot, Travellers Accommodation, Warehousing.

Table 8.3.9**ZONING OBJECTIVE 'E'**

'To provide for economic development and employment'.

Permitted In Principle

Advertisements and Advertising Structures, Carpark, Cash and Carry/Wholesale Outlet, Craft Centre/Craft Shop, Childcare Service, Enterprise Centre, Heavy Vehicle Park, Hospital, Household Fuel Depot, Industry-General, Industry-Light, Industry-Special, Motor Sales Outlet, Office Based Industry, Offices, Open Space, Petrol Station, Public Services, Refuse Transfer Station, Rural Industry-Food, Science and Technology Based Industry, Scrap Yard, Service Garage, Tea Room/Café, Transport Depot, Travellers Accommodation, Warehousing.

Open For Consideration

Abattoir, Assisted Living Accommodation, Boarding Kennels, Community Facility, Cultural Use, Doctor/Dentist etc., Education, Funeral Home, Garden Centre/Plant Nursery, Health Centre / Healthcare Facility, Home Based Economic Activities, Hotel/Motel, Industry-Extractive, Leisure Facility*, Nightclub, Off-License, Place of Public Worship, Public House, Refuse Landfill/Tip, Residential, Retail Warehouse, Restaurant, Rural Industry-Cottage, Shop Specialist, Shop-Neighbourhood, Shop-District, Sports Facility, Veterinary Surgery.

e: Only applies to 'E' zoned lands subject to a Specific Local Objective for a 'Neighbourhood Centre'.

Table 8.3.10
ZONING OBJECTIVE 'F'
'To preserve and provide for open space with ancillary active recreational amenities'.
Permitted In Principle
Community Facility ^g , Cultural Use ^g , Open Space ^g , Sports Facility ^g , Travellers Accommodation.
Open For Consideration
Allotments, Carpark ^g , Cemetery, Craft Centre/Craft Shop ^f , Childcare Service ^f , Crematorium ^g , Education ^g , Garden Centre/Plant Nursery ^g , Golf Facility ^g , Guest House ^f , Place of Public Worship ^g , Public Services, Tea Room/Café ^g .
f : In existing premises
g : Where lands zoned F are to be developed then: Not more than 40% of the land in terms of the built form and surface car parking combined shall be developed upon. Any built form to be developed shall be of a high standard of design including quality finishes and materials. The owner shall enter into agreement with the Planning Authority pursuant to Section 47 of the Planning and Development Act 2000, as amended, or some alternative legally binding agreement restricting the further development of the remaining area (i.e. 60% of the site) which shall be set aside for publicly accessible passive open space or playing fields. Said space shall be provided and laid out in a manner designed to optimise public patronage of the residual open space and/or to protect existing sporting and recreational facilities which may be available for community use.

Table 8.3.11
ZONING OBJECTIVE 'G'
'To protect and improve high amenity areas'.
Permitted In Principle
Open Space, Travellers Accommodation.
Open For Consideration
Allotments, Agricultural Buildings, Boarding Kennels, Carpark, Cemetery, Craft Centre/Craft Shop ^h , Childcare Service, Community Facility, Concrete/Asphalt (etc.) Plant in or adjacent to a Quarry, Cultural Use, Doctor/Dentist ^h , Education, Garden Centre/Plant Nursery, Guest House ^h , Home Based Economic Activities ^h , Hotel/Motel ^h , Industry-Extractive, Place of Public Worship, Public Services, Residential ⁱ , Restaurant ^h , Rural Industry-Cottage, Rural Industry-Food, Shop-Neighbourhood, Sports Facility, Tea Room/Café ^h , Veterinary Surgery ^h .
h: In existing premises.
i: In accordance with Council Policy for Development in Rural Areas.



Table 8.3.12**ZONING OBJECTIVE 'GB'**

'To protect and enhance the open nature of lands between urban areas'.

Permitted In Principle

Cemetery, Open Space, Place of Public Worship, Travellers Accommodation, Education.

Open For Consideration

Allotments, Agricultural Buildings, Boarding Kennels, Carpark, Caravan Park-Holiday, Cultural Use^j, Doctor/Dentist^j, Garden Centre/Plant Nursery, Guest House^j, Home Based Economic Activities^j, Hospital, Hotel/Motel, Public Services, Refuse Landfill/Tip, Residential, , Restaurant^j, Rural Industry-Cottage, Rural Industry-Food, Shop-Neighbourhood, Sports Facility, Tea Room^j, Veterinary Surgery^j.

j: In existing premises.

Table 8.3.13**ZONING OBJECTIVE 'TLI'**

'To facilitate, support and enhance the development of third level education institutions'.

Permitted In Principle

Carpark, Community Facility, Childcare Service, Cultural Use, Doctor/Dentist etc., Education, Enterprise Centre, Health Centre / Healthcare Facility, Office less than 1000 sq.m. Open Space, Public House, Public Services, Residential^k, Restaurant, Science and Technology Based Industry, Shop Neighbourhood, Sports Facility.

Open For Consideration

Conference Facilities, Hotel/Motel Refuse Transfer Station, Transport Depot, Travellers Accommodation, Offices, Shop District.

k: In accordance with Department of Education and Science Guidelines Development for Third Level Students (1999) and subsequent supplementary document (2005).

Table 8.3.14
Zoning Objective 'LIW' (applies to Sandyford Urban Framework Plan area only)
'To improve and provide for low density warehousing/light industrial warehousing uses'.
Permitted In Principle
Advertisements and Advertising Structures, Cash and Carry/Wholesale Outlet, Craft Centre/Craft Shop, Childcare Service, Enterprise Centre, Heavy Vehicle Park, Household Fuel Depot, Incubator Units, Industry-General, Industry-Light, Motor Sales Outlet, Offices (Ancillary only), Open Space, Petrol Station, Public Services, Refuse Transfer Station, Retail Warehouse, Scrap Yard, Service Garage, Tea Room/Café, Transport Depot, Travellers Accommodation, Warehousing.
Open For Consideration
Abattoir, Boarding Kennels, Community Facility, Cultural Use, Carpark, Science and Technology Based Industry, Education, Funeral Home, Garden Centre/Plant Nursery, Place of Public Worship, Sports Facility, Veterinary Surgery.

Table 8.3.15
Zoning Objective 'MH'
'To improve, encourage and facilitate the provision and expansion of medical/hospital uses and services'.
Permitted In Principle
Advertisements and Advertising Structures, Community Facility, Childcare Service, Doctor/ Dentist etc., Education, Funeral Home, Health Centre / Healthcare Facility, Hospital, Open Space, Place of Public Worship, Public Services, Small Scale Convenience Shop (300 sq.m.), Tea Room/Café, Transitional/step-down non-acute medical facilities and rehabilitation services (including associated on site, short-stay accommodation), Veterinary Surgery.
Open For Consideration
Assisted Living Accommodation, Car Park, Cultural Use, Hotel/Motel, Leisure Facility, Offices, Residential, Residential Institution, Restaurant, Sports Facility.



Table 8.3.16
Zoning Objective 'MIC' (applies to Sandyford Urban Framework Plan area only)
'To consolidate and complete the development of the mixed use Inner Core to enhance and reinforce sustainable development'.
Permitted In Principle
Advertisements and Advertising Structures, Betting Office, Craft Centre/Craft Shop, Community Facility, Childcare Service, Cultural Use, Doctor/Dentist etc., Education, Embassy, Enterprise Centre, Funeral Home, Guest House, Health Centre / Healthcare Facility, Home Based Economic Activities, Hotel/Motel, Leisure Facility, Off-License, Offices* ¹ , Nightclub, Open Space, Place of Public Worship, Public House, Public Services, Residential* ² , Restaurant, Shop-Specialist, Tea Room/Café, Veterinary Surgery, Convenience (including supermarkets) and Comparison Shops* ³ .
* ¹ Any office development shall accord with the policy for office-based employment in Mixed Use Core Areas as outlined in the Sandyford Urban Framework Plan.
* ² Any residential development shall accord with the Residential policy for residential within the Mixed Use Core Areas as outlined in the Sandyford Urban Framework Plan.
* ³ Any retail development shall accord with the policy for retail within Mixed Use Core Areas as outlined in the Sandyford Urban Framework Plan.
Open For Consideration
Industry-Light, Office Based Industry, Retail Warehouse, Carpark.

Table 8.3.17
Zoning Objective 'MOC' (applies to Sandyford Urban Framework Plan area only)
'To provide for a mix of uses which complements the Mixed Use Inner Core, but with less retail and residential and more emphasis on employment and services.'
Permitted in Principle
Advertisements and Advertising Structures, Betting Office, Community Facility, Childcare Service, Cultural Use, Doctor/Dentist etc., Education, Embassy, Enterprise Centre, Guest House, Health Centre / Healthcare Facility, Hotel/Motel, Leisure Facility, Off License, Offices* ¹ , Nightclub, Open Space, Place of Public Worship, Public House, Public Services, Restaurant, Shop-Specialist, Local Shop* ² , Sports Facility, Tea Room/Café.
* ¹ Any office development shall accord with the policy for office-based employment in Mixed Use Core Areas as outlined in the Sandyford Urban Framework Plan.
* ² Local shops and services primarily serving the local/walk in community with basic day to day needs. Typically these comprise convenience stores and services such as newsagents, butchers, vegetable shop, hairdresser, beauty salon and other similar basic retail services.
Open For Consideration
Craft Centre/Craft Shop, Garden Centre/Plant Nursery, Home Based Economic Activities, Motor Sales Outlet, Office Based Industry, Residential*, Residential Institution, Carpark.
* Residential development shall accord with the Policy for residential within the Mixed Use Core Areas as outlined in the Sandyford Urban Framework Plan.

Table 8.3.18
Zoning Objective OE (applies to Sandyford Urban Framework Plan area only)
'To provide for office and enterprise development'.
Permitted In Principle
Advertisements and Advertising Structures, Craft Centre/Craft Shop, Childcare Service, Education, Enterprise Centre, Office Based Industry, Offices, Open Space, Petrol Station, Public Services, Science and Technology Based Industry, Tea Room/Café, Transport Depot, Travellers Accommodation.
Open For Consideration
Carpark, Cash and Carry/Wholesale Outlet, Community Facility, Cultural Use, Doctor/Dentist etc., Funeral Home, Garden Centre/Plant Nursery, Health Centre, Hotel/Motel, Household Fuel Depot, Motor Sales Outlet, Place of Public Worship, Public House, Restaurant, Retail Warehouse, Rural Industry-Cottage, Small scale convenience shop (<300 sq.m.), Sports Facility, Veterinary Surgery.

Table 8.3.19
ZONING OBJECTIVE 'W'
'To provide for waterfront development and harbour related uses'.
Permitted In Principle
Carpark, Community Facility, Cultural Use, Industry-Light, Offices less than 200 sq.m., Marine Leisure Facility, Open Space, Public Services, Restaurant, Transport Depot.
Open For Consideration
Advertisements and Advertising Structures, Assisted Living Accommodation, Craft Centre/ Craft Shop, Childcare Service, Doctor/Dentist, Education, Enterprise Centre, Hotel/Motel', Office Based Industry, Offices, Off-License', Place of Public Worship, Public House', Sports Facility, Residential, Residential Institution, Science and Technology Based Industry, Shop-Specialist, Shop Neighbourhood, Tea Room/Café, Travellers Accommodation.
I: Uses Open for Consideration in Dún Laoghaire Harbour area only.
Note 1:
An objective of this Plan is to protect the harbour/ marine entity of Dún Laoghaire Harbour by facilitating harbour-related uses, but not to confine permitted uses in the harbour to a degree that exclusively attracts those with an interest in active maritime recreation. Any development proposal should seek to ensure public accessibility to the harbour and shorefront.
Note 2:
Any development in the coastal area should have regard to the findings of the Dún Laoghaire-Rathdown County Council Coastal Defence Strategy Study, (2010).
Note 3:
Any redevelopment of the former Killiney Beach Tea Rooms shall be within the size and scale of the permitted development, and generally confined to the uses permitted under, Reg. Ref. DogA/0034/E. In particular no more than two residential units to be provided on the site.



8.3.12 Definition of Use Classes

Abattoir

A building or part thereof or land used as a slaughterhouse. This includes facilities for meat processing and storage and also lairage.

Advertisements and Advertisement Structures

Any word, letter, model, balloon, inflatable structure, kite, poster, notice, device or representation employed for the purpose of advertisement, announcement, or direction and any structure such as a hoarding, scaffold, framework, pole, standard, device or sign (whether illuminated or not) and which is used or intended for use for exhibiting advertisements or any attachment to a building or structure used for advertising purposes.

Agriculture/Agricultural Buildings

Use of land or buildings for the purposes set out in Section 2 (1) 'agriculture' of the Planning and Development Act, 2000.

Allotments

An area of land comprising not more than 1,000 square metres let or available for letting to and cultivation by one or more than one person who is a member of the local community and lives adjacent or near to the allotment, for the purposes of the production of vegetables or fruit mainly for consumption by the person or a member of his or her family.

Assisted Living Accommodation

Housing accommodation/individual units specially designed for elderly people in which dining, recreation, hygiene and health care facilities can be shared on a communal basis.

Betting Office

Premises for the time being registered in the Register of Bookmaking Offices kept by the Revenue Commissioners under the Betting Act, 1931 (No. 27 of 1931).

Boarding Kennels

A building or part thereof or land used for the temporary accommodation of dogs/cats for reward.

Bring Banks/Bring Centres

A facility to which materials such as glass, cans, paper, textiles and plastics, which often cannot be put in the household green bin collection, can be brought for sorting, storage and subsequent recycling.

Caravan Park - Holiday

The use of land for the accommodation of vehicle caravans or temporary chalets during the period from 1st March to 31st October each year.

Caravan Park - Residential

The use of land for the accommodation of caravans designed specifically for year round human habitation.

Carpark

A building or part thereof or land (not being part of a public road) used for the parking of mechanically propelled vehicles, excluding heavy commercial vehicles.

Cash and Carry Outlet

A building or part thereof or land used for the sale of goods in bulk to traders on a cash-and-carry basis or the sale of goods by wholesalers to traders only. Processing and manufacturing of such goods is excluded.

Cemetery

Land used as a burial ground.

Childcare Services (Early childcare Care and Education and School Age Childcare services)

(i) Sessional Services

'Sessional pre-school services' means a pre-school service offering a planned programme to pre-school children for a total of not more than 3.5 hours per session.

Services covered by the above definition may include pre-schools, playgroups, crèches, Montessori pre-school, naíonraí, registered childminders or similar services which generally cater for pre-school children in the 0 – 6 age bracket.

(ii) Part Time day care

'Part time day care' means pre-school service offering a structured day care service for pre-school children for a total of more than 3.5 hours and less than 5 hours per day and which may include a sessional pre-school service for pre-school children not attending the part time day care service.

(iii) Full Day Care Services

'Full Day Care Service' means a pre-school service offering a structured day care service for pre-school children of more than 5 hours per day; and which may include a sessional pre-school service for pre-school children not attending the full day care service.

(iv) Childminding Service

'Childminding Service' means a pre-school service which may include an overnight service offered by a person who single-handedly take care of pre-school children, including the childminder's own children, in the childminder's hours for a total of more than 2 hours per day, except where the exemptions provided in section 58 of the Childcare Act 1991 apply.

(v) Pre-school Service in a drop in centre and in a temporary drop in centre.

'Pre-school service in a drop in centre' means a pre-school service offering day care, which is used exclusively on an intermittent basis. 'Pre-school in a temporary drop in centre' means a pre-school service offering a day care exclusively on a temporary basis.'

(vi) Overnight pre-school service

'Overnight pre-schools service' means a service in which pre-school children are taken care of for a total of more than 2 hours between the hours of 7pm and 6am except where the exemptions provided in Section 58 of the Childcare Act 1991 apply.

Community Facility

A building or part thereof used for (community) activities organised primarily by the local community and to which the public may be admitted on payment of a charge or free of charge.

Concrete/Asphalt Plant etc.

A structure or land used for the purpose of manufacturing concrete, asphalt, etc., and related products in or adjacent to a quarry or mine.

Conference Facility

A building or part thereof used to host conferences, exhibitions, large meetings, seminars, training sessions, etc. A conference centre often also provides office facilities, and a range of leisure activities.

Craft Centre/Craft Shop

A building or part thereof typically having one or more workshops, an exhibition gallery and a shop.

Crematorium

A structure housing a furnace for burning dead bodies to ashes.

Cultural Use

Use of a building or part thereof or land for cultural purposes to which the public may be admitted on payment of a charge or free of charge.

Doctor/Dentist, etc.

Use of part of the dwelling house in which the Practitioner resides for the provision of medical or professional services. Group practices are excluded from this definition.

Education

The use of a building or part thereof or land as a school, college, technical institute, academy, lecture hall or other educational centre. Where a building or part of a building on the same site as an educational building or on an adjoining site is designed for use or used as a residence for the staff or the pupils of that educational building such a use shall be deemed to be educational.

Embassy

A building, or part thereof, or land used by a foreign government for diplomatic purposes. The use may include a residential content for the staff of the embassy which is ancillary to the embassy activities. The use does not include a foreign trade delegation or trade office.

Enterprise Centre

Use of a building or part of a building or land for small scale ('Starter-type') industries and/or services usually sharing grouped service facilities.

Funeral Home

A building or part of a building used for the storage, preparation and layout of human remains, the holding of burial services and the assembling of funerals. An undertakers premises where the functions of a funeral home are not carried out is regarded as a shop.

Garden Centre/Plant Nursery

The use of land, including buildings, for the cultivation, storage and/or the display and sale of horticultural products and the display and sale of related goods and equipment.

Guest House

A building or part thereof where sleeping accommodation and meal services are generally available to residents only.

Health Centre / Healthcare Facility

A building or part thereof or land used for the provision of local medical, dental, prophylactic or social assistance services for the local community and including group practices and clinics, primary care centres, mental health and wellbeing facilities and other complimentary medical services. (The above relates to out-patient services only - see Hospital for in-patient services)

Heavy Vehicle Park

A building or part thereof or land (not being part of a public road) used for the parking of heavy goods vehicles.

Home Based Economic Activity

Service type activities carried on for profit by the occupier of a dwelling, such use being subordinate to the use of the dwelling as a residence.

Hospital

A building or part thereof or land used for general medical treatment. This includes specialised hospitals.

Hotel/Motel

A building or part thereof where sleeping accommodation, meal services and other refreshments are available to residents and non-residents. Function rooms may also be incorporated as part of the use.

Household Fuel Depot

Use of a structure or land for the storage of solid fuel or bottled gas for retail sale.

Industry: Extractive

The winning of all minerals and substances in or under land of a kind ordinarily worked by underground or opencast mining.

Incubator Unit.

Small scale unit(s) with links to support from a bigger organisation/third level institution for new start up/early stage companies especially ones involved with advanced technology.

Industry: General

The use of a building or part thereof or land for any industry other than a light industry or a special industry and includes a service garage but not a petrol station.

Industry: Light

The use of a building or part thereof or land for industry (not being a special industry) in which the processes carried on or the machinery installed are such as could be carried on or installed in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit and may include a service garage but not a petrol station.

Industry: Special

The use of a building or part thereof or land for any industry which requires special assessment due to its potential for detrimental environmental effects.

Leisure Facility

A building or part thereof or land which may be available to the public on payment of a charge or free of charge and which may contain a theatre, cinema, concert hall/music hall, conference centre, bingo hall, bowling alley, skating rink, or children's/teenager's games centre.

Marine Leisure Facility

A building or part thereof or land which may be available to the public on payment of a charge or free of charge and which may contain a leisure facility related to the marine environment or to marine heritage.

Motor Sales Outlet

A building or part thereof or land used for the display and sale of motor vehicles, agricultural machinery and implements.

Nightclub

A building or part thereof where the primary function is the provision of dancing facilities.

Office-Based Industry

Office-based activities concerned with the output of a specified product or service, including: data processing, software development, information technology, technical consultancy, commercial laboratories/healthcare, research and development, media recording and general media associated uses, publishing, telemarketing. Other related uses not specified above may be included in the future at the discretion of the Planning Authority.

Office

A building in which the sole or principal use is the undertaking of professional administrative financial marketing or clerical work including services provided principally to visiting members of the public.

Off-License

A building which is licensed and used for the sale of intoxicating liquor for consumption off the premises, including wines, beers and spirits.

Part Off-License

A building where the main use is the sale of convenience retail goods to members of the public and contains a subsidiary area of the premises which is licensed and used for the display and sale of intoxicating liquor, including wines, beers and spirits, for consumption off the premises.

Open Space

Open space is a parcel of land in a predominantly open and undeveloped condition that is suitable for the following:

Outdoor and indoor sports facilities and cultural use - owned publicly or privately, and with natural or artificial surfaces including tennis courts, bowling greens, sports pitches, golf courses, athletic tracks and playing fields.

Amenity green space - often around housing - including formal recreational spaces.

Provision for community play areas including playgrounds, skateboard parks and outdoor basketball hoops.

Green corridors.

Natural Areas.

Community gardens.

Wildlife and native plant habitats.

Open space should be taken to mean all open space of public value, including not just land but also areas for water such as rivers, canals, beaches, lakes and reservoirs, which offer important opportunities for sport and recreation and can also act as a visual amenity.

Petrol Station

A structure or land used for the purpose of the selling by retail of petrol, fuel oils, lubricating oils and liquefied petroleum gas generally for use in motor vehicles. It does not include a service garage or motor sales outlet. Petrol filling stations can provide a wide range of retail goods in an associated shop. In general these shops should remain secondary to the use as a petrol filling station.

Place of Public Worship

Any structure habitually used as a place of public worship or for religious instruction. Where a building or part of a building, on the same site as a place of public worship or on an adjoining site, is used in connection with that place of public worship, such a use shall be deemed to be a related use.

Private Club

A building or part thereof and/or land used by a club primarily for its members and not ordinarily open to the public.

Private Garage/Car Storage

A building or part thereof or land used for the storage of private cars where no sales or services are provided.

Public House

A building or part thereof or land licensed for the sale of intoxicating liquor to the public for consumption on the premises.

Public Services

A building or part thereof or land used for the provision of 'Public Services'. 'Public Services' include all service installations necessarily required by electricity, gas, telephone, radio, television, water, drainage and other statutory undertakers; it includes public lavatories, public telephone boxes, bus shelters, bring centres, green waste composting facilities, etc.

Refuse Landfill/Tip

The use of land for the disposal of solid wastes or refuse generally of a non-toxic chemical nature by landfill.

Refuse Transfer Station

A structure or land usually enclosed and screened and which is used for the temporary storage of refuse and waste materials pending transfer to a final disposal facility, or for re-use. The definition includes a baling station, bring banks/bring centres recycling facility, civic amenity facility, materials recovery facility, and materials recycling facility.

Residential

The use of a building or part thereof including houses, flats, bed sitters, residential caravans, etc., designed for human habitation.

Residential Institution

A building or part thereof or land used as a residential institution and includes a monastery, convent, hostel, home for older persons/nursing home.

Restaurant

A building or part thereof where the primary function is the sale of meals and refreshments for consumption on the premises.

Retail Parks

A single development of at least three retail warehouses with associated car parking.

Retail Warehouse

A large single-level store specialising in bulky household goods such as carpets, furniture, and electrical goods, and bulky DIY items, catering mainly for car-borne customers.

Rural Industry - Cottage

Small scale industrial undertakings related directly to the residence of the principal industrial undertaker.

Rural Industry - Food

The use of a building or part thereof or structure or land for the purpose of the intensive or large scale production or processing of food and related activities. This includes piggeries, hen batteries, mushroom farms, creameries, etc.

Science and Technology Based Industry

Knowledge based processes and industrial activities (including ancillary offices) in which research, innovation and development play a significant part and which lead to and accommodate the commercial production of a high technology output.

Scrap Yard

Land used for the reception, dismantling, packing and storing of waste and used materials and goods before transport for processing and recycling elsewhere.

Service Garage

A building or part thereof or land used for the maintenance and repair of motor vehicles.

Shop – Neighbourhood

A neighbourhood shop is one which primarily serves a local community and does not generally attract business from outside that community. They will primarily serve a 'walk-in' population and will typically have limited carparking.

Shop - District

A shop (excluding retail warehousing) which is larger in scale and more varied in what it may sell than a neighbourhood shop, and therefore serves a wider area, including the district centres.

Shop - Major Convenience

Shops, which are larger in scale than neighbourhood shops or are very specialised and therefore serve a wider area including District Centres, and Major Town Centre.

Convenience goods would include: food, alcoholic and non-alcoholic beverages, tobacco and non-durable household goods.

Shop - Major Comparison

Shops (excluding retail warehouses) which are larger in scale than neighbourhood/local or district centre shops, or are very specialised and therefore serve a wider area including Major Town Centre.

Comparison goods would include clothing and footwear, furniture, furnishings and household equipment (excluding non-durable household goods), medical and pharmaceutical products, therapeutic appliances and equipment, educational and recreation equipment and accessories.

Shop – Specialist

A single retail unit which sells specialised merchandise.

Sports Facility

A building or part thereof or land used for organised and competitive activity that aims to promote physical activity and well being, e.g. sports hall, gym, squash centre, tennis club, golf club, swimming pool, sport pitch, athletic track, skate park, health studio, meeting or activity rooms within clubhouses, racecourse.

Tea Room/Café

A building or part thereof used as a small café serving tea and light refreshments.

Transitional / Step-Down Medical / Rehabilitation Services.

A building or part thereof or land used for post-acute hospital care or `step down`/transitional medical and rehabilitation services usually with associated on-site, short-stay accommodation.

Transport Depot

Use of a building or land as a depot associated with the operation of transport business to include parking and servicing of vehicles, particularly HGVs.

Travellers Accommodation

An area with ancillary structures provided by the Council as a residential caravan park for occupation by members of the Travelling Community with their caravans and motor vehicles but excluding horses.

Veterinary Surgery

Use of a building or part thereof or land as a clinic or surgery for the treatment and care of animals. Animals may be housed on the premises for short periods for treatment purposes but not as part of a boarding kennel operation.

Warehousing

A building or part thereof where goods are stored or bonded prior to distribution and sale elsewhere. It may include the storage of commercial vehicles where this is ancillary to the warehousing function.

Wholesale Outlet

A building or part thereof or land used for the sale of goods by wholesale to traders only. Processing and manufacturing of such goods is excluded.

8.3.13 Sandyford Urban Framework Plan Use Class definitions

Local Shop

Local shop and services primarily serving the local/walk in community with basic day to day needs. Typically these comprise convenience stores and services such as newsagents, butchers, vegetable shop, hairdresser, beauty salon and other similar basic retail services.

Small scale convenience shop (less than 300 sq.m.)

A shop of less than 300 sq.m. selling convenience goods. Convenience goods would include: food, alcoholic and non alcoholic beverages, tobacco and non durable household goods.

